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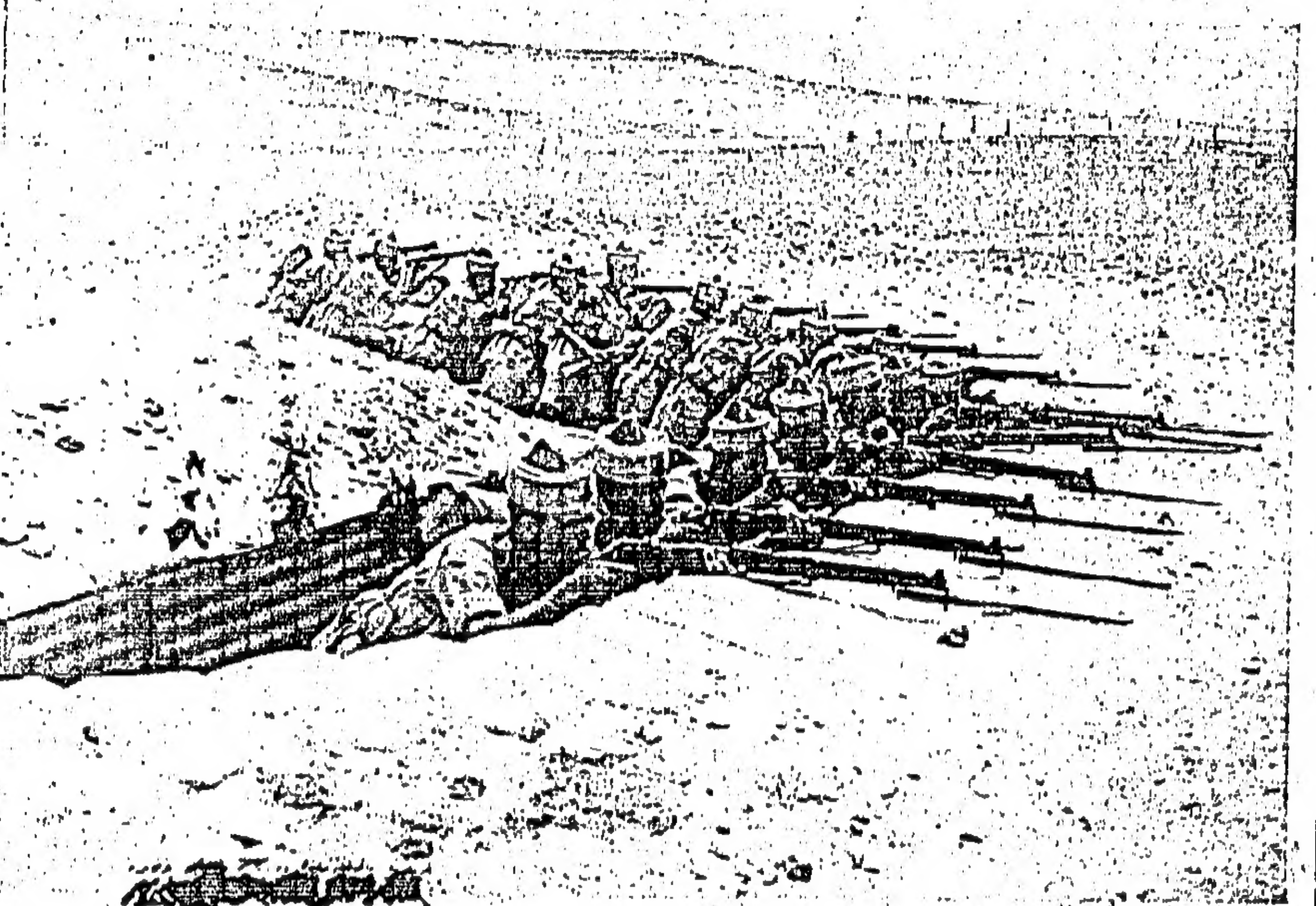
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"U.S. DESTROYER SUNK BY U-BOAT" MESSAGE THAT HOAXED WORLD

3 Italian Submarines Sent To The Bottom

**Daring Attacks By
R.A.F. Machine**
CAIRO, July 7 (Reuter).—Further details of recent successful actions by the R.A.F. against Italian submarines in the Mediterranean are just published.
A flying-boat on patrol sighted a submarine periscope and delivered a dive-bombing attack. The flying-boat released special bombs, two of which fell about the conning tower, and immediately the submarine's nose rose sharply to the surface. After this, the vessel slid downwards vertically.
An oil patch rose and spread to several hundred yards.
Submarine Capsizes
On the following day the same flying boat sighted another submarine on the surface and promptly made a dive-bombing attack, making several hits with special bombs.
The submarine capsized and some of the crew were thrown into the water.
The flying-boat descended and rescued three lieutenants and a petty officer.
While returning, the flying boat sighted another submarine on the surface, but having no bomb left, it dived low and machine-gunned the conning tower and bridge with all its guns.
After a second similar attack, the submarine crash-dived.

INDIAN TROOPS KEEP GUARD IN THE DESERT



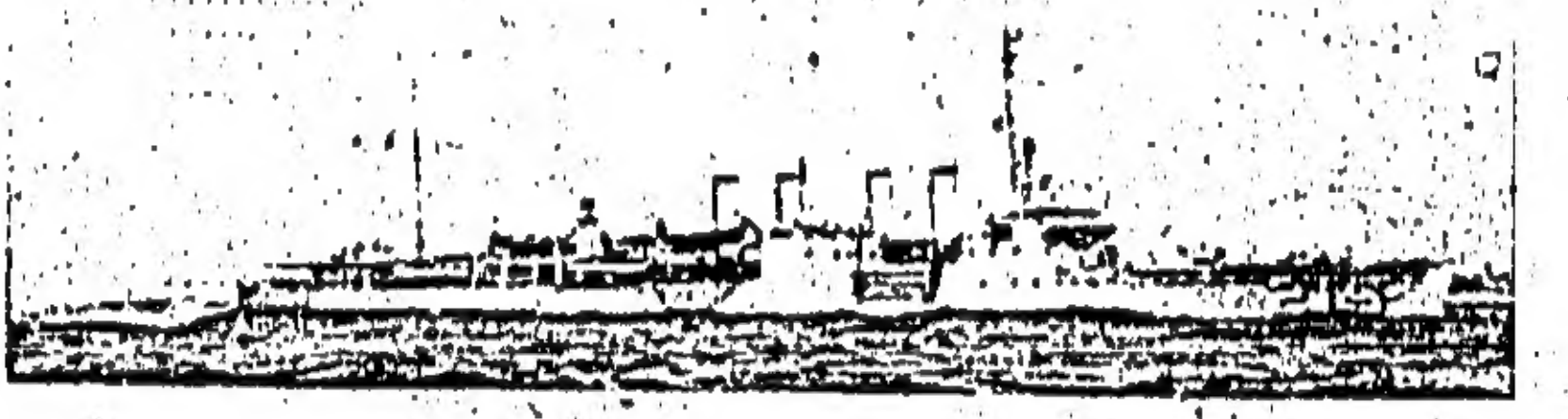
MANY INDIAN REGIMENTS are keeping guard in the Desert, ready for the Italians should they attempt to invade Empire and Allied territory. The official photograph above shows Punjab troops in a firing trench.

JAPANESE PRESS AND THE EVACUATION OF HONGKONG

SPECIAL TO THE "TELEGRAPH"
TOKYO, July 7 (UP).—Quoting well-informed quarters, Japanese newspapers state that the Japanese Foreign Office has issued a statement to Britain saying that "further delays in replying to the Japanese representations regarding the closing of the Burma route will harden the Japanese attitude and that Japan will be compelled to take drastic measures."
Newspapers state that the British Ambassador yesterday telephoned the Foreign Office to inform the Foreign Minister that the British reply will be again delayed—this being the second such notification in a week.
Newspapers express the view that the evacuation of Hongkong and the further fortification of the Crown Colony is regrettable.
"Trans-Ocean" Version
SIANGHAI, July 5 (UP).—According to a Trans-Ocean (German) report from Hankin, the Japanese Naval Attaché, Vice Admiral Koori has issued a statement saying that "the slightest provocation by the British in the Pacific will be answered by action by the Japanese fleet."

SHIP SAFE IN NEUTRAL PORT: NAVY DEPARTMENT INVESTIGATES S.O.S.

EARLY THIS MORNING the "Telegraph" received urgent messages from "Reuter" and "United Press" indicating that the 1,190-ton American destroyer Barry had been torpedoed by a German submarine 400 miles off the coast of Spain.
Mackay-Radio intercepted the wireless message purporting to be from the destroyer.
It stated that she was slowly sinking, after being torpedoed by a U-boat at 1.15 p.m. Eastern Summer Time (1.15 a.m. H.K.T.).
"Reuter's" Correspondent in New York did not disclose the source of its information.
He stated that the Barry had reported by radio that she was "sinking slowly; hit by German submarine; water in the hold; can last three hours" and gave her position as 400 miles off Spain.
Broadcasting stations which were on the air immediately halted their programmes to inform their listeners of the news.
The story was prominently displayed in newspapers which went to Press before denial was received.
In Hongkong, the "Telegraph" received the denial from "United Press" at 9.30 a.m., and altered its front page accordingly.
The denial was issued by the U. S. Navy Department.
Safely Anchored
The Department said that a message had been received from the Barry, saying she was safely anchored in neutral waters.
Mackay-Radio is now investigating the authenticity of the distress message alleged to have been sent by the destroyer.
The s.s. Manhattan, which was in the immediate vicinity of the position given in the original message, has been asked by radio to state whether her radio operators intercepted the signal.
The U.S.S. Barry is a twenty-year-old destroyer.
She was built under the U.S. War Programme in 1918. Laid down at the New York Steamboat Corporation's yard on July 26, 1919, she was launched on October 28, 1920 and commissioned on December 28 in the same year.
She has 41 sister ships.



The Barry Class Destroyer

New Light On The Collapse Of France WHY THE WEYGAND PLAN FAILED

LONDON, July 7 (Reuter).—Criticism that the B.E.F. failed to comply with the Weygand plan towards the end of May has brought a detailed answer from the Senior Staff Officer of the B.E.F. in London to-day.
His statement reveals that there was a meeting at Ypres on May 22, attended by King Leopold, Lord Gort and General Billotte, Commanding the First French Army, who was given the power of co-ordination of the three armies.
Weygand's Plan
General Billotte explained General Weygand's plan of the French attack from the south in the Roye region to join the attack from the north by the B.E.F. and the First French Army in the neighbourhood of Douai and Valenciennes.
General Billotte was killed in a motor accident on the same night, which did not facilitate the work of co-ordination.
Discussing the feasibility of success of the Weygand plan from the British viewpoint, the officer explained that on May 19 the British right rear was in a dangerous position and the B.E.F. was compelled to extemporise stops with improvised forces at Lens, Bethune, Douai and Arras. They had rifles, some machine-guns, but few anti-tank weapons or artillery.
Nevertheless, they were thrown into battle and fought very gallantly.
At this time, the French Army on the British right were in a considerable state of disorganisation and several days were taken in trying to regain some cohesion.
B.E.F. Takes It On Chin
The B.E.F. suffered very heavy attacks and lost much equipment.
South of the French was a gap of 30 miles to the Somme and the situation there was very obscure.
Stops were put in at various places like Albert and Bapaume.
On May 20 it was decided that only two British divisions in reserve would attack Arras across the Scarpe.
Notwithstanding the fact that the French division on the left was not ready for the attack, Lord Gort decided that the attack must proceed.
It reached its first objective south of Arras and inflicted heavy casualties on the Germans and took many prisoners.
German motorised infantry had already entered the gap, however, and in the next two days they worked almost all round the British troops.
In the nick of time, the British withdrew to Douai. Thus on the day the Weygand plan was elaborated, the only reserve British troops were one cavalry regiment.
Lack Of Munitions
At that time, too, the munition situation was "not too rosy." The munitions available in France were Turn to Page 2, Sixth Column

War In The Desert Patrols Cut Italian Water Line

CAIRO, July 7 (Reuter).—A British war communiqué states that in the western desert our patrols again penetrated the enemy front, cutting the water pipe-line from Bardia to Capuzzo.
Further particulars of enemy casualties at Kasala on July 4 are eight light tanks, two aircraft and 300 men.
Big War Booty
CAIRO, July 7 (Reuter).—The considerable amount of Italian war material captured by the British during recent engagements was seen by "Reuter's" special correspondent during a tour somewhere in the Egyptian desert.
It included over 60 brand new anti-aircraft and anti-tank guns captured in Cratels, 4,000,000 rounds of ammunition as well as binoculars and field telephonic equipment.
A considerable number of tanks also fell into British hands in Libyan territory some 200 miles west of Mersa Matruh.

NEW RAIDS ON MALTA

LONDON, July 7 (Reuter).—An Italian communiqué claims that large areas were started in Malta yesterday.
It also states that three British planes were brought down when they attacked Tobruk fort.
It admits that two empty merchant vessels in harbour were hit.
It is stated that British naval units caused slight damage to military equipment in an attack on Port Bardia.
LONDON, July 7 (Reuter).—It was announced to-night recruiting offices for French nationals desirous of joining General de Gaulle's volunteer forces have been opened at Olympia.

The Arch-Criminals In Conference

Italo-Nazi Plan For Attack On Britain

BASLE, July 7 (Reuter).—According to the Rome correspondent of the "Basler Nachrichten," an offensive against England was discussed at the meeting of Count Ciano and Hitler in Berlin to-day.
The correspondent adds that Ireland is naturally the first act in the attack against England and this point was discussed.
Other matters dealt with, according to this correspondent, included "common regulation of future continental relations and policies."
"Complete Agreement"
LONDON, July 7 (Reuter).—A message from Berlin to Rome states that the Hitler-Count Ciano talk has revealed that there is "complete agreement" both as regards the continuation and development of the war and as to the construction of a new Europe.
The message adds that Count Ciano will visit the western battle-field.
Ciano Leaves Berlin
LONDON, July 7 (Reuter).—Count Ciano left Berlin this evening to visit the German-occupied territories in the west, says the official Italian news agency.
The trip will be over the most important sectors of the former Western Front and will probably last two days.
Count Ciano is accompanied by the Chief of Protocol of the Reich Foreign Office and several high officials of the German High Command.
Another Possibility
ZURICH, July 7 (Reuter).—The correspondent of the "Neuer Zürcher Zeitung" states that the Ciano-Hitler meeting is probably connected with developments in south-east Europe, where Italy and Germany are equally interested in a peaceful solution of all questions.
He adds that it is considered less probable that Count Ciano's visit was connected with the Petain Government's new attitude.

Northern Ireland's Position

**Neutrality Said
Unthinkable**
LONDON, July 7 (Reuter).—Attention is focussed on Ireland's position during the present anxious moments by the visit of Lord Craigavon to-day to London, where he has had "wholly satisfactory" talks with Mr. Winston Churchill and other Ministers.
The Ulster Finance Minister, Mr. Andrews, in the course of a speech at Belfast, declared that if Northern Ireland abandoned partition and joined Eire on Mr. de Valera's terms, she would become neutral instead of being actively engaged as now in the fight beside Britain.
He added that such neutrality was unthinkable.

HARASSING THE NAZIS

**Toll Of Shipping In
Norwegian Waters**
LONDON, July 7 (Reuter).—An Admiralty communiqué states:
"Our submarines continue to harass and inflict serious losses upon German sea communications with Norway."
Convoy Attacked
"The submarine Snapper sighted a convoy of supply ships, escorted by an armed trawler and aircraft. The Snapper attacked and hit two ships with torpedoes.
The remnants of the convoy scattered and made, in disorder, for the shelter of a fjord.
"Later the Snapper sighted a large cargo ship escorted by armed trawlers and aircraft. A successful attack was carried out and three ships were hit with torpedoes."

The Oran Affair

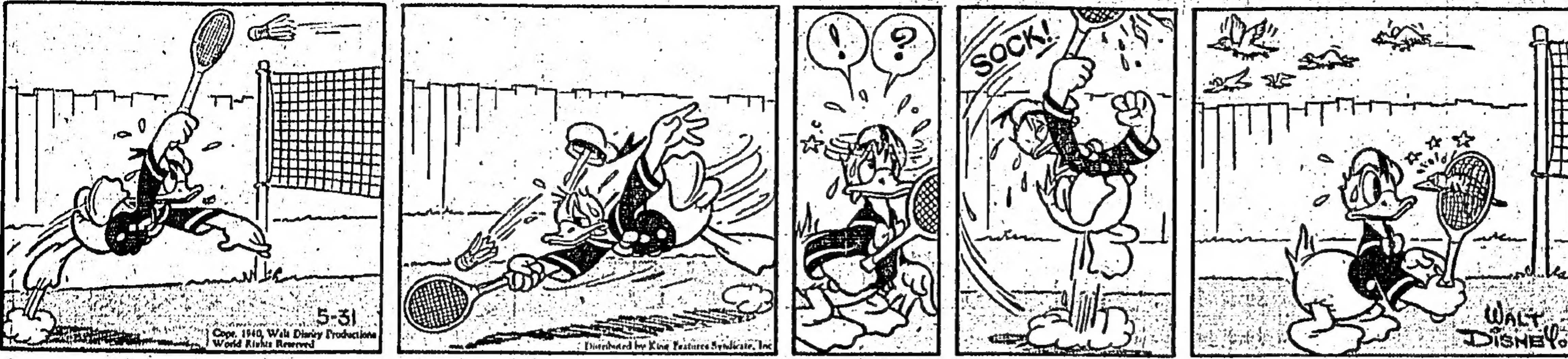
FRENCH VERSION REFUTED

**Misrepresentation Of
The True Facts**
LONDON, July 7 (Reuter).—It is pointed out in London that Mr. Winston Churchill (Prime Minister) and Mr. A. V. Alexander (First Lord of the Admiralty) have already refuted Mr. Prouvost's reiteration of the lie that the French Admiral at Oran was presented with a "brutal ultimatum" and his complaint that the British Government did not "enter contact" with the Petain Government.
As Mr. Churchill said, in his speech on July 4, the French Fleet was offered an opportunity of going to the French West Indies.
Studiously Ignored
This fact has been studiously ignored by the Petain Government, which has represented the only alternatives as being between "surrender or scuttling."
It is equally incorrect to suggest that the British Government did not get in touch with the Petain Government.
Mr. Alexander said that he himself went to Bordenaux, where he had interviews with M. Lebrun, Marshal Petain, M. Baudouin and Admiral Dorian.
After the armistice terms became known, Mr. Alexander and Admiral of the Fleet Sir Dudley Pound addressed fresh personal appeals to Admiral Darlan.
"With profound regret," added Mr. Alexander, "we had to admit that those appeals were without result."

LATEST

See Back Page For
Further Late News

DONALD DUCK



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British Pilot With Shattered Hand Flew On And Bombed



Rescue workers search ruins of house in Paris for bodies, after Nazi planes swarmed over Paris suburbs, dropping more than 1,000 bombs. Radio picture from French capital.

Then Loss of Blood Forced Him to Land

AS detailed reports arrive to supplement Air Ministry bulletins announcing results of R.A.F. operations against the enemy, stories emerge about our pilots which tell of stoicism, daring and resourcefulness.

This one, about a British bomber crew, was told by a squadron leader.

"On a bombing expedition behind the German lines an R.A.F. pilot, aged 25, had his hand almost shot away, but continued his mission and unloaded his bombs on a railway crossing.

Schools To Help In Arms Drive

TECHNICAL institutions are to be used as factories to help in the nation's arms drive.

A memorandum issued recently by the Board of Education urges technical schools and colleges to assist in the war effort by concentrating on the production of gauges and jigs. Without a sufficient supply of these many machine tools would stand idle.

Plan for Shifts

Institutions less well equipped could fashion the parts roughly to size and then pass them on to better equipped colleges for finishing. Much of the preliminary work could be done by junior technical students or by semi-skilled trainees.

Schools are asked to consider keeping their workshops open after the school work is over for as many hours out of 24 as can be organised. Shifts of workers or evening shifts might be arranged and the workshops run during these periods as a factory. The usual commercial rates will be paid by the Government for all that is produced.

Sergeant's "Miracle" 2.3/4lb. Baby

ANN WINIFRED, four weeks old, is the pride of Westminster Hospital, though her hands and arms are so tiny that she could wear her mother's wedding ring as a bracelet.

In the long history of the hospital she is the first 6 1/2-months premature baby to survive. She was one of twins (the other died) and was born in the surgery at the hospital entrance.

In Doll's Clothes

Ann Winifred weighed only 2lb. 13oz. and the doctors had little hope of saving her.

But, dressed in doll's clothes, she lies in a hot-air tunnel in a room of her own and kicks like any other baby.

The mother, who lives in Lupus Street, Westminster, hopes that her husband, a sergeant in the battle line, will see Ann Winifred while she is still a "miracle" baby.

Telegrams, Parcels To B.E.F. Stopped

BECAUSE of the heavy military traffic, it has been found necessary to cancel temporarily the telegraph service to the B.E.F. (France) and to make certain curtailments in the postal service, the War Office announces.

Therefore the public are notified that no telegrams may be sent to the B.E.F. and that the post offices have instructions to refuse parcels, packets and registered letters, and all letters over 2oz. in weight.

Letters under 2oz. will be accepted as usual.

Assurance to U.S.



Dr. Ramon Betata, Mexican Under-Secretary for Foreign Relations, who told newsmen in New York that U.S. need not fear Fifth Column activities in Mexico. He asserted 5,000 Germans were watched by government.

Girl Had Code, Map, And Knife

—Only A "Gag," She Says

AMPORA DOLORES VINAS, a 20-year-old servant, of South Dean Road, Liverpool, for a "gag" marked her identity card "Issued in Cologne" and copied the Morse international code from her brother's sea manual. She was sent to prison for three months at Conway recently.

The girl was charged under the Emergency Defence Regulations with being in possession of information which might be directly or indirectly of use to the enemy.

It was stated at the previous hearing that she also had a skeleton map on which important places were marked.

She explained that she traced the map from a school atlas and that the places were towns she wanted to visit.

Asterisk

Referring to the code, Supt. W. M. Hughes said there was an asterisk against the letter "U," which denotes "You are standing in danger."

P. C. Jones said that, when arrested, the girl had a short sheath knife attached to a light leather belt in her handbag. "She told him she carried it for self-defence and 'felt lost without it,'" Vinas told the Bench that she had no intention of "doing anything about the war."

As she left the court and entered the police car she was booed by a waiting crowd.

New Potatoes Cost Less Jersey Growers Save Too

Jersey's new potato season opened recently. First liftings of the crop should be on sale in London shops on a Thursday morning. The price will be not more than 4d. a pound—at least 1d. a pound cheaper than a year ago.

The whole of this year's Jersey crop is estimated at more than 60,000 tons. Licenses are being issued for gradual export to Britain up to the end of July. By that time the retail price in Britain will be down to 2d. a pound.

Reduction in the price of potatoes has been effected by negotiations between the Jersey States and the Ministry of Food. A scheme is being put into operation whereby potatoes will be sent to west of England ports by specified routes instead of by the various pre-war routes.

It is estimated that in this year Jersey potato growers have been saved £250,000, normally spent on shipping their crop.

DICING WITH DEATH

(Continued from Page 4.)

view the actual operation of minesweeping can be described as a rather blood-curdling bore-dome.

Up and down the channel we went with the wailing gulls for company. The cook staggered round at intervals with mugs of scalding hot sweet tea the colour of mahogany. He shared his galley with a small dog of uncertain lineage. Every now and again he picked it up and extracted a match-stalk or a cinder from its mouth much as a mother extracts objects not meant to be eaten from an infant's gums.

"He do be a terrible one for match-stalks," observed the cook, eyeing his companion with proud solicitude.

When we came to the end of our bent the Lieutenant jerked the siren in and our consort slowed down, eased her helm-over and round we came. She kept perfect station on us all day. We towed a magnetite sweep between us, and what kind of a mess it would have got into if she hadn't, I tremble to think. Yet there was no signalling except a foot of the siren at the turn.

"Signals!" ejaculated the skipper. "Signals! w! flags and that! What does a man want w! flags when he has a siren to give a bit of w!?" It is indeed the customary mode of communication amongst fishing trawlers and it is astonishing what a subtle range of significances can be conveyed by the strength of the jerk on the lanyard.

We passed the day yarning. The deckhands stood huddled on the lee-side of the upper deck smoking and watching the sea. From Stornoway Peterhead they came, Hartlepool, Shields and Lowestoft. They had no illusions concerning their job. They had seen a sister trawler strike a mine the previous week. There was one survivor, of the rest and the little ship not a trace remained. Yet they were undismayed; soft-spoken, gentle-mannered, just carrying on with their job.

We reached the area where the sunken ship had met her doom. It might be another mine there. The sweep might pass over it. On the other hand it might be our ship's bottom instead. Either would detonate it. In that event a man standing on the upper deck had perhaps a chance in a million. But down below in the engine room, I went to the head of the ladder leading to the engine room and looked down. The two engine men and the two stokers sat on a bench facing the crankshaft. They were naked to the waist and the light reflected from the machinery made play on their shoulders, muscles; and they were singing in harmony, singing some old Scotch ballad at the tops of their voices.

I went back to the bridge where the skipper and the Lieutenant were yarning about shoals and shipwrecks.

The skipper let the names of the East Coast lightships ripple off his tongue, for the security of the very words, as if he were running a rosary through his fingers. The Germans had been bombing them and machine-gunning the crews. That to a seaman is the ultimate achievement of bestiality.

I asked him if he had ever suffered shipwreck.

"Aye," he said "but ever for want of a lightship. But I was in a gale off the Gunfleet when I was a lad, and it split the mainsail and we drove down onto the sands."

He pondered over his memories. Between the cap peak and collar little of his face was visible but his eyes and nose. "I mind I had my best suit on board and I went below before she broke up and I put it on."

His eyes wistfully contemplated through the mist of years the sartorial magnificence of that suit.

"But why?" I asked.

"I had a mind to look respectable when my dead body was washed ashore," he answered.

In that moment the mine went up; it is hard to describe in any sequence a confusion of events or impressions that happen almost simultaneously. The trawler lifted as if a giant had kicked her. There was a mountain of water astern, while on the summit and black at the base with a fringe of lambent flame. Not merely one's

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Doves At Doorn

There are a good many people like Germany's ex-Kaiser. He has been living in a quiet spot in the Netherlands. Now that the Nazis are there, one of his grandsons speaks for him: "So far as Grandpa is concerned, all he desires is to be left in peace on his little Dutch estate."

Though this quaint epilogue to the tragedy of 1914-18 is something of an anti-climax, Wilhelm II's present wish to preserve his own peace is more understandable than some of his earlier impulses. But, of course, it should not be confused with peaceful thinking.

The experience of small nations in Europe, whose chief hope seemed to be that they too would be left in peace, is providing an object lesson for the rest of the world. One of the fallacies of recent decades has been the supposition that as long as a country wasn't too ambitious, it was safe; as long as it didn't want anything, it would be able to keep out of trouble.

Much has been written on the technique through which Holland kept out of the World War. The Dutch simply armed themselves thoroughly for defence of the Netherlands proper, and sustained with whatever grace they could muster the insults and injuries that small neutral trading nations must expect on world highways in wartime.

Americans, and people in other countries, were inclined to read into the Dutch experience in the World War a lesson on how to keep out of all wars: "Mind your own business, promise to make some trouble if anyone actually attacks your own roost, and don't talk back when outside your own backyard." That was the prescription. But now what?

And besides, is the desire to keep out of war necessarily synonymous with a desire for genuine peace? The Kaiser has not hitherto been considered much of a pacifist.

The Evacuation

The "Telegraph" has received widely held opinions concerning the evacuation of women and children from the Colony. Some express satisfaction of shipping accommodation, and strongly resent criticism, while others equally responsible observers are strong in their condemnation, especially where it is asserted that British women and children were unnecessarily crowded in native steerage quarters. So conflicting are these reports, that it is felt that no good purpose would be served by the present juncture in publishing them. The facts call for official investigation. It is evident and it is to be hoped that conclusions arrived at, should there be an official enquiry, will, in due course, be made available to the public.

Scapa, base of memories

SCAPA Flow is that land-locked sheet of water in the southern part of the Orkney Islands which served as the main base of the Grand Fleet during the war of 1914-18, and is being used again to-day.

It is also the place where the surrendered German Fleet of eleven battleships, five battle-cruisers, eight light cruisers and fifty destroyers was interned in November 1918, and was sunk by its own crews on June 21, 1919.

Many of these ex-German ships have since been salvaged, towed upside-down to a dockyard, and there converted into scrap metal. The non-ferrous metals, like brass, bronze, and copper, were always valuable for re-smelting. The steel armour-plate could be sold for conversion into cutlery. It is strange to think that some of the armour actually found its way back to Germany, whence it was re-exported to Britain and all over the world in the form of scissors and safety-razor blades.

THE main anchorage of Scapa Flow is a great expanse of deep water some eleven miles long, east and west, and seven miles wide, north and south. It is bounded on the north by the large island of Pomona, or Mainland; to the east and north-east by the smaller islands of Burray and South Ronaldsay; to the west and south-west by the island of Hoy, which is the highest island in the whole group with hills running up to nearly 1,600 feet.

The south-western part of the Flow is divided into several Sounds, available for destroyers and smaller craft, by the smaller islands of Cava, Risa, Fara and Flotta. There are three entrances, Hoy Sound to the west opening into the Atlantic; Hoxa Sound to the south, leading into the Pentland Firth; and Holm Sound to the east, opening into the North Sea.

The Pentland Firth, that seven-mile stretch of water which separates the Orkney Islands from the north coast of Scotland, has one of the worst reputations in the world. When the tide is at its strongest it rushes through the Firth at seven knots, and the eddies and whirlpools are uncertain and dangerous. Even great battleships, for no apparent reason, have suddenly been swirled through a right-angle or more out of their course. When a strong gale is blowing against the tide it raises a dangerous perpendicular sea which may cause damage to even a full-powered steamship.

During the last war a battleship, punching her way westward against a gale had her bridge, boats and other fittings smashed, and many men injured. Some hundreds of tons of water found their way below.

It was on the Pentland Skerries, in the eastern end of the Firth, during a violent gale and a blinding snowstorm in January 1918, that two destroyers crashed on the rocks with the loss of all but one of their crews. The solitary survivor, washed ashore through the boiling surf and clusters of sharp-tanged rock, managed to claw his way to the top of a spray-swept rocky islet, its gullies filled with driven snow. Bruised, cut, and bleeding he kept himself alive with snow and limpets taken from the rocks at low water. He was rescued two days later.

ON the west coast of Pomona, near Marwick Head, a granite tower marks another great tragedy of the last war. It is the memorial to that great soldier Lord Kitchener, and the officers and men of the cruiser "Hampshire", who lost their lives when that ship struck a mine and sank off this spot during a heavy gale on June 6, 1916.

Scapa Flow and its neighbourhood is a place of many memories. The well-sheltered anchorage occupies a position of great strategic

importance. Long before the outbreak of war in 1914 it was used by the fleet as a practice and exercising ground. At that time it was undefended; but as soon as hostilities started, it was gradually made secure against attack by hostile submarines. Batteries were erected and the entrances blocked by sinking old ships, or harried by mines and booms. A small floating dock and a number of supply and repair ships were also provided for the maintenance of the Fleet.

When this present war started, Scapa Flow had more or less relapsed into a state of peaceful tranquillity. It was subjected to enemy air-raids within a few days of hostilities starting, and these still continue spasmodically, though with negligible results. On October 14, 1939, the battleship "Royal Oak" was sunk with heavy loss of life by a U-boat which had penetrated into the Flow. As the First Lord of the Admiralty said in the House of Commons on November 8: "The long and famed immunity which Scapa Flow, with its currents and defences had gained in the last war, had led to a too easy valuation of the dangers which were present."

That position has now been rectified. Scapa Flow is adequately defended and is used by the ships of the Fleet.

Being cut off from the mainland and rather inaccessible, the Orkneys are not much frequented by tourists in time of peace. Hoy, as has been said, is the highest and most conspicuous of all the Orkney islands, dominated as it is by the bold mass of Ward Hill, 1,565 feet above sea level, with other hills of over a thousand feet.

WHAT names some of them enjoy! Ward Hill is understandable, but who christened Cullings, the Knap of Trowiegleen, Withi Gill and Sky Fea?

But the Orkneys abound in strange scoundrel topographical names, most of them of Norse origin. The name of the islands—Flotta, North and South Ronaldsay, Shapinsay, Ronsay, Westray and so forth—usually terminate in "a" or "ay," which is the Norse "ey," meaning "island." Islands are called "holms," isolated rocks "skerries," and tidal currents "rocks."

The uplands of Hoy are wild and desolate, heather-covered moorland for the most part, with a few stunted trees struggling for existence and leaning well away from the prevailing westerly winds. There are patches of bush and fern, and stony screes on some of the steeper hill-sides, with innumerable tiny lochs and tarns, little streams tumbling noisily down some of the slopes, and many patches of boggy ground in the depressions. Snow lies deep in many of the higher gullies until late in the spring.

Even in summer the highlands are lonely and deserted. A shepherd may climb their steep escarpments in search of one of his flock, while in the latter half of August one may sometimes hear the popping of guns amid the heather. Otherwise, few folk visit the hills of Hoy. Shrouded in mist as often as not, unlivable during winter, there are no habitations, no cultivation. The hills are as God made them—softly rounded, sometimes gaunt and rugged; but always unspoiled and lovely in later summer with their mantles of deep purple heather. Their silence is disturbed by the shrill or rustle of the wind driving in from the open Atlantic, the splashing of rills and little waterfalls, the mournful crying of plover and curlew, with the occasional distinctive call of grouse or snipe.

THE chief claim to beauty of the Orkneys lies in the clearness of the atmosphere, and the coloration of land and sea.

The United Kingdom has few more magnificent sea frontages than the twelve-mile wall of cliff which forms the west coast of Hoy. In places they rise perpendicularly out of the sea to heights of between nine hundred and twelve hundred feet. The tallest sea cliffs in Britain, they present a solid buttress to the fury of the western and north-westerly gales beating home with all the might of league upon league of the open Atlantic. Drooping sheer to the water's edge, the cliffs are mostly of old sandstone, battered, fretted and weatherbeaten by the process of time, and varying in colour from the brightest terra-cotta to bronze and amber yellow. Alleviated here and there by narrow crags and grassy ledges which afford lodgement for innumerable seabirds, they are flanked and tunneled by centuries of frost and gales.

The Orkneys possess only two sizeable towns both on the main island—Kirkwall, to the east and Stromness with its grey stone houses and narrow paved streets, to the west. Most of the scattered islands

GRIN AND BEAR IT By Lichty



"Never mind the waiter—he's overheard so many of our deals, our company made him a vice president!"

DICING WITH DEATH

IT was an East Coast port, that had once handled the herring harvest, but it might have been any port in Britain, because it was pitch dark and the only reminder of the herrings was a lingering smell of fish.

The wharf was slippery with ice and heaped with the paraphernalia of minesweeping, dan buoys, sinkers and coils of wire. From the edge of the wharf I looked down on the decks of invisible trawlers: gleams of light from shaded lanterns and fore-castle doorways showed nothing but a wheel-drum or a boiler room casing, and the forms of men shrouded in duflie coats or oilskins moved momentarily through these little pools of illumination and vanished again into the darkness.

They spoke at all times in an undertone. The dawn came slowly. From the deck of one of these trawlers I saw the sky to the eastward lighten and the confusion of shrouds and rattlines was like a gigantic spider's web, glistening with hoar frost. All round us were trawlers crowded in the basin as sheep are herded in a pen; the smoke from their funnels rolled away in sooty clouds against the growing light. Through the stokehold exhausts came sounds, shovels scraping on metal and the clang of a furnace door. The Reserve Lieutenant who was in command of a unit of minesweeping trawlers climbed heavily inboard, cumbered with clothing. He called the skipper who commanded the trawler and introduced us in the dim light a weather-beaten face peered into mine with shrewd eyes. As they turned away I heard him say to the Lieutenant:

"Is you man releegeous?" "I don't know. What's the odds?" "Well, times I s'wear 'twas!"

THEY climbed up onto the bridge and their voices died away. I was about to follow when an unfamiliar object caught my eye. I walked nearer to investigate and saw that it was a Christmas tree, right aft in the stern where normally the ensign staff stood. It was not long since Christmas, but I felt somehow that it was symbolic of something, besides being a reminder of recent festivity. It occurred to me that the old skipper was perhaps a little shy about it and was wondering whether I suspected him of being "releegeous"; and while I stood there ruminating the cyclone footed and we began to elbow our way stern first out of the jam. I found my way up onto the bridge and as we passed other bridges a few yards away, hard-bitten faces grinned at us out of black-and-white duflie cowls. "Good luck!" they said. "Good luck!" said we, another day dawning. "Good luck!"

Another day of rattling the dice-box with Death. "Good luck!" One by one they warped clear out into the harbour and formed up astern of us. The old skipper grinned and nudged me, jerking his head at the pendant flying at our cross-tree. It is flown by men-of-war manoeuvring by battleships and cruisers and destroyers. It signifies "I have assumed guide of the Fleet." He was very proud of that pendant. It was full daylight when we reached open sea. A grey day with a wind out of the Northeast sharp and cruel as broken glass. The little trawlers lifted their heads to the North Sea swell and threw the spray over their broad shoulders. Occasionally a wave flopped inboard and sliced across the deck. Every-

body wriggled into lifebelts and tied the tapes very carefully, without comment.

Three of us there were on the bridge besides the signalman. The Reserve Lieutenant had swept mines all through the last war and had been blown up three times. Since then he had commanded his own ships, big ocean-going cargo ships, but he had thrown that up and—for a sailor—a blagish salary to come back and teach youngsters a trick or two at the old game. There wasn't much he could teach his skipper though, an old minesweeper of the last war like himself. Thirty odd years he had fished the North Sea, following the cod and the herring off Iceland and the Feroes and trawling soles amongst the sandbanks of the East Coast estuaries. The Lieutenant took a bearing and bent over the chart. The skipper snorted contemptuously.

"Charts! The charts can't tell me anything else, the forty-fathom line. They're mostly wrong. Drag a trawl over inshore soundings all your life. Ye'll not have great regard for the chart."

HE turned his face to windward and sniffed the bitter wind. He had a fur lining to his leather coat, wisps of grey hair stuck out round his peaked cap. His shrewd old eyes and ears suggested of a scarred old fox, wise in a thousand intuitions and experiences. The Lieutenant straightened up from the chart table.

"Ye'd not have the schooling to read it Jock, may be." All day they maintained a half-affectionate, half-accidental give and take of repartee. "Schooling! I was top of my class when your mither was wringing out your wee nappies, man." It was the swift retort of the fisherman to the deep-sea-sailor, not the back-chat of a Patrol Skipper to his Unit Commander.

We reached at length the channel where magnetic mines were suspected. The bows of a cargo ship stuck up out of the water. Inshore where they had tried to beach her after the explosion that ripped her open to the sea. Was it a solitary mine or were there more of them lying hidden along the path of coastwise shipping? We should know presently.

Our companion sweepers came plunging up on our quarter as we slowed down. We veered a grass line astern and she picked it up and shackled a wire to it. This we hauled inboard, connected it to our sweep wire and paid it out again. As the winch released it and it slid astern various contraptions were shackled to it at intervals and finally the two trawlers started off abreast, of each other, the submerged sweep towing between them. The trawlers pitched and rolled and the icy spray drifted over the men working the wire. The man at the winch controlled it miraculously, checking its outward surge to a foot when it was necessary to slacken any some appendage. He had the lives of everybody on that heaving deck in his hands a score of times during the day. They worked with bare hands, scoured all over with old hoses and streaked with blood from new ones. There were scarcely any orders except "in the customary undertones." There were limits when the wires behaved like mad pythons and were rather more dangerous. But nobody got in anybody's way or was at a loss in any emergency. Those trawlers crews had hauled ed wires from childhood; they knew exactly what to do without being told, and did it.

FROM a spectator's point of view, it was a sight to see. Turn to Page 3, Sixth Column.

FRIDAY'S EVACUATION SCENES



Poignant were the scenes at the Kowloon Cricket Club and the Kowloon wharves on Friday when 2,000 women and children were evacuated to Manila. Here are some typical scenes gathered by our roving cameraman. Top left we see evacuees, smiling cheerfully despite the ordeal ahead, as they register at the K.C.C., prior to embarkation. Top right, a farewell outside the club before the young lady boards the bus to take her to the ship. Opposite, a cheerful little girl waves a goodbye to friends en route to the dock. Above, rain did not aid the comfort of the evacuees. In this picture a large Chinese umbrella affords necessary cover for a mother and her baby from the bus to the ship. Bottom left, Kowloon evacuees leaving the bus at the entrance to the wharves, with two bonny kiddies apparently undismayed by the evacuation. Bottom right, registered evacuees depart from the K.C.C. with babies, hand luggage and the ever-willing amahs.—Ming Yuen.



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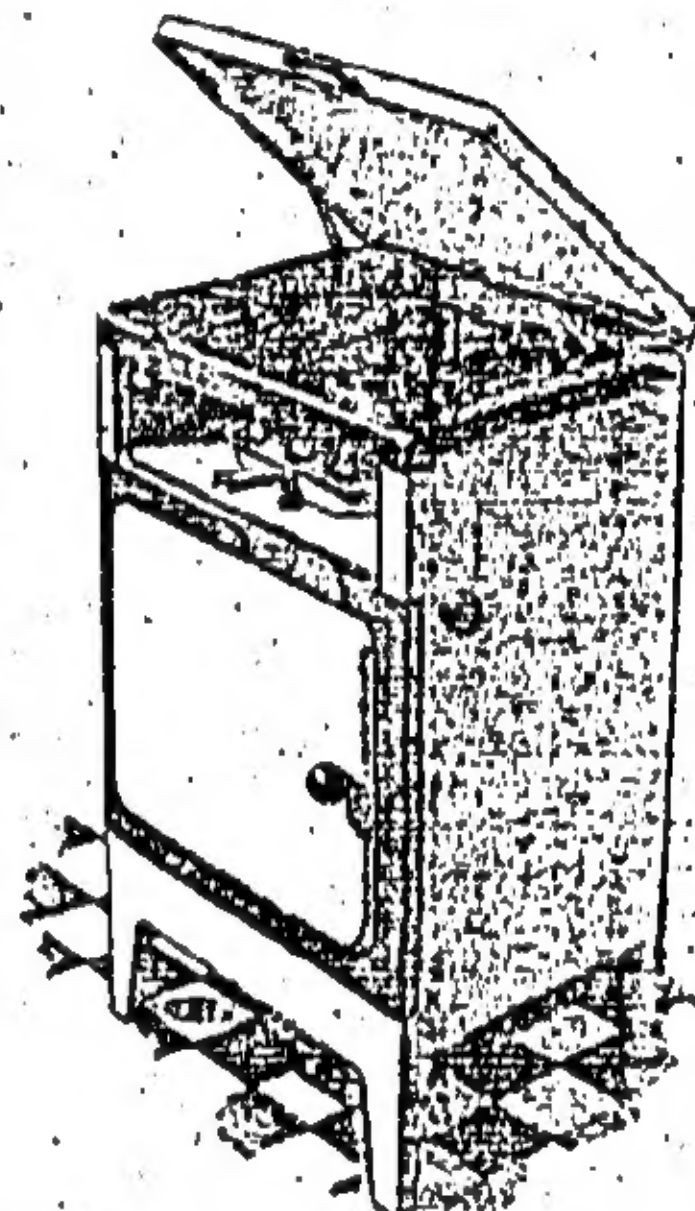
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MONDAY MORNING COMMENTARY

RINKS CHAMPIONS BEATEN LEAGUE BASKETBALL

W. Harrower Eliminates F.X. da Silva In Second Round Match Several Close Matches

SEVERAL CLOSE MATCHES were played in the second round of the Lawn Bowls Rinks championship yesterday. The holders of the title, F. Machado, C. M. Silva, J. F. Ribeiro and F. X. da Silva, provided one of the surprises of the day when they went down to W. Harrower's four, (A. Morton, E. A. Aitkins, H. Drow) 19-21, while the Omar brothers (K. M., A. M. and U. M.) and A. A. Razack featured in a brilliant recovery to beat J. C. Chalmers' rink 23-21 after being led 19-5 on the 10th head.

Only one game was not played, that being A. Jillot v. C. G. Silva at the Civil Service C.C.

At the Kowloon Cricket Club, Harrower's four took an early lead against F. X. Silva and led 4-1 at the end of the 4th head, but a four on the 6th put Silva up front 5-4. From then until the 11th head, Silva maintained his slender lead.

Three on the 11th put Harrower once again in front and with a 2 on the 13th climbed to 14-1. Silva's four then figured in a scoring streak of four heads—2, 2, 1, 2—and led 18-14 on the 17th. With two singles, Harrower's rink drew nearer at 18-16, and when on the 20th end they drew and scored a 5, their lead of three shots proved too much for Silva's men on the final end, and though they scored a single, they were beaten 21-18.

At the Kowloon Docks, something of a "freak" game was played. Spectators were treated to the spectacle of three bowlers, of A. R. Dallah's rink trotting around the green without shoes. Owing to a misunderstanding, Dallah's men (D. M. Khan, A. H. Rumjahn and M. Y. Adal) were without shoes or shoes, their club-boy having failed to send the gear. With borrowed shoes and no shoes the Indian quartet overcame J. H. Gelling's team by 19-16.

Gelling's men featured in a scoring burst at the end when 9 shots were scored in five heads, but Dallah having had a commanding lead of 18-7 at that period, the sport was too late. Dallah scored a five on the second head, and thereafter gradually built their lead up to 18-7 on the 10th end. Gelling scored 3, 2, 1, 0, 3 over the last five heads, giving Dallah's rink one on the 20th and lost 19-10.

LAST HEAD VICTORY

ANOTHER close game was that in which U. M. Omar's four triumphed over J. C. Chalmers' four 23-21 after being led 19-5 on the 10th head. Omar opened the scoring with a 2, but Omar's rink on the next end put them into the lead which they maintained until the 21st head. Omar managed another 2 on the 5th, and a single on the 8th, but in the meanwhile Chalmers had scored 2, 1, 0, 2, 1, 0, 3, 0, 1 and were leading 20-6 on the 12th.

Then commenced Omar's final spurt, which, over nine heads gained

NORTH POINT GALA

Ho Sui-lam Swims Well At Chinese Athletic Assn. Night Fete

(By "Ripple")

The increasing interest being taken in swimming at North Point was further evidenced in the large crowd which packed the Chinese Athletic Assn.'s Bathing pavilion on Saturday, to witness their first gala this season.

Due to a strong current flowing westwards, times recorded were not excellent. The closest race of the evening's programme was the Men's 50 metres free-style, which was taken by Ho Sui-lam, an arm's length separating him from Lee Wing-hong, in the fairly good time of 30 secs.

Pairs Championship Matches To Be Played To-day

The following is the programme of matches in the Open Pairs lawn bowls championship to be played to-day:

AT CIVIL SERVICE C.C.

H. A. Alves and F. V. V. Ribeiro v. J. S. Riddell and J. C. Aitken.
J. M. Watson and R. M. Keown v. T. Lock and W. R. Way.
P. Morgan and F. Cullen v. A. F. Paul and J. K. Sloan.

AT CRAIGENGOWER

F. Hillon and T. F. Stainton v. J. McCutcheon and C. Gowland.

AT KOWLOON F.C.

C. C. Pereira and J. C. Remedios v. J. Hoosen and C. E. Shipp.
J. C. Gill and G. Duncan v. M. F. Alarcon and A. J. Kew.
L. J. Silva and J. F. V. Ribeiro v. A. J. Noronha and A. M. Rodriguez.

AT KOWLOON B.G.C.

E. V. Searle and E. S. Abraham v. C. S. Langley and A. Jordan.
J. Gibson and R. Lapsley v. E. C. Fincher and J. Fraser.
T. W. Carr and W. Mulcahy v. L. F. Xavier and R. F. Luz.

AT TAIKOO

S. Yusuf and K. Nazarin v. A. A. Razack and C. S. Rossetto.
J. F. McGowan and H. E. Strange v. C. E. Marques and B. Basto.

AT KOWLOON DOCKS

E. Levett and R. Duncan v. O. P. Remedios and E. D. Souza.

AT KOWLOON DOCK

Duncan beat W. Hong Sling, G. S. Ladd, T. L. Lock, A. A. Lewis 30-14.
E. F. Pope, A. Bower, J. E. Henson, G. H. Sherfield beat E. L. S. H. C. H. E. Strange 24-10.

AT CIVIL SERVICE

A. A. Razack, K. M. A. M. U. M. Omar beat W. Harrower, E. B. Fraser, J. C. Chalmers 23-21.
R. Bana, J. S. Landolt, A. E. Contes, C. S. Rossetto beat J. W. Leonard, Y. A. Razack, L. C. R. Souza, W. K. Way 20-11.

AT CRAIGENGOWER

S. Soutar, D. Taylor, W. Harris, J. Aitken beat B. Hollands, N. B. Fraser, J. W. McDonald, W. E. Hollands 20-12.
M. Purvis, W. Burling, W. Hillier, N. M. Rakusen beat K. M. U. A. M. S. M. Rumjahn 37-10.

PAIRS MATCH

In the second round of the pairs C. F. Needham and A. Brooksbank beat D. Hollidge and W. Hillier 19-16 at Craigengower.

Miss Chiu Sui-ngor swam an excellently judged race to nip the field after being led for the first two lengths by Miss Ng Woon-ying, in the Ladies 100 metres breast-stroke.

The best swimming was seen in the Men's 200 metres relay race, Chan Sui-lan's team gaining the lead with his third man, Chan Yee-tong, and Choy Hing-chiu, another, swam a nice 50 metres to consolidate their position.

POPULAR TOTS' RACE

THE 50 metres for children under 15 years was easily the most popular race of the evening, and was closely followed by several old ladies, their grandsons and granddaughters presumably were in it. This event was won by Master Lam Kui-yuen in the very good time of 37 secs. He led the field at the finish by almost 15 metres, and appeared capable of swimming another 50 metres. The 50 metres Mathematical Race gained the full approval of the crowd, but the entire disapproval of the contestants. Miss Ng Poon-ying took first place with three sums right, her multiplication sum was wrong. Miss Yue Yuen-kwan came second with her addition and subtraction sums wrong, and was followed by Miss Choy Chung, who had only her addition sum right.

The 50 metres Two-way Race, 25 metres any style, head before, and 25 metres feet before, proved the most amusing. Lau Koon-sing planted his feet first against the board at the finish, and a leg's length, from Shek Chi-kwong.

A water-polo match concluded the programme of a very successful gala, which was won by the "B" team 5 goals to 3.

RESULTS

Following are the results:
50 metres Free-style (men)—1. Ho Sui-lam; 2. Lee Wing-hong; 3. Cheong Wing-tak. Time: 30.1.
100 metres Breast-stroke (ladies)—1. Miss Chiu Sui-ngor; 2. Miss Ng Woon-ying; 3. Miss Choy Chung. Time: 1 min. 45.4 secs.
200 metres Team Race (men)—1. Chan Sui-lan's team (Chan Sui-lan, Chan Yee-tong and Choy Hing-chiu); 2. Chan Suen-chong's team (Chan Suen-chong, Shek Chi-kwong, Mak Wai-ling and Lau King-fai). Time: 2 min. 5 secs.
50 metres Free-style (children)—1. Lam Kui-yuen; 2. Her Yee-wai; 3. Yoh Sui-fook. Time: 37.7 secs.
200 metres Breast-stroke (men)—1. Yan Chi-hung; 2. Wong Yuen-ching; 3. Cheong Wing-tak. Time: 3 min. 20.4 secs.
50 metres (Mathematical Race)—1. Miss Ng Poon-ying; 2. Miss Yue Yuen-kwan; 3. Miss Choy Chung.

50 metres Two-way swimming (men)—1. Lau Koon-sing; 2. Shek Chi-kwong; 3. Cheong Wing-tak.
50 metres Obstacle Race (men)—1. Ho Sui-lam; 2. Lau Koon-sing; 3. Cheong Wing-tak.
50 metres Apple Race (ladies)—1. Miss Choy Chung; 2. Miss Chiu Sui-wah; 3. Miss Au Yeung Wai-bun.
Water Polo—"A" team (Cheong Moon-ying, Wo Tso-keen, Ng Chin-to, Lam Sui-lo, Wing-tong, Kan Man-wing and Chan Sui-lum); "B" team (To Wai-nam, Shek Chi-kwong, Kan Man-cheung, Kwok Wai-chiu, So Chun-kwan, Ho Sui-lum and Cheong Wing-tak). "A" team 4 goals; "B" team 3 goals.

"A" Division Lawn Tennis Schedule

A full programme of matches in the "A" Division of the Lawn Tennis League is scheduled for to-day, though many of the players are away doing Volunteer duties.

The matches will be:
Club de Recreio v. University
Hongkong C.C. v. South China A.A.
Indian R.C. v. Kowloon C.C.

Cock Fighting In Mts. Of West Virginia

BLUEFIELD, W. Va. (UP).—Cock-fighting, a sport which thrilled the ancient Greeks and Romans with its ferocity, is said to be becoming popular in the mountains of West Virginia.

The fact that the sport is outlawed does not deter hundreds of men in this area from taking a holiday almost every week-end to congregate at some hideout in the foothills to see two cocks battle to the death with steel spurs attached to their legs.

Cock-fights are big events and an owner may travel as far as 50 miles to pit his battler against an opponent. Usually, the fights are staged at night, in a barn on some remote farm.

The common or ordinary cock-fight is called a "hack" and there are upwards of 10 of these staged at a single gathering. The higher type of contest is termed a derby or tournament and only the accest fighters are matched in these.

UNUSUAL SPECTACLE

THE cock-fight itself is an unusual spectacle for the uninitiated to watch. Owners work over their birds like a prizefighter's manager before the contest. Some of them clip the underwings and tails of the cocks to give the fighters more freedom of action. The comb is clipped neatly and the gaffs are applied with the greatest of care.

The gaffs are remarkably light and strong—equal to the talons of the biggest eagle. They measure about 4 inches long. During a contest, each time one cock gaffs the other the birds are separated. This may occur as often as 100 times before the fight is ended. Each cock usually has an experienced handler who acts as a "second" during the fight. He puts the cock against the opponent at the start of the battle and frees it whenever its spur becomes caught in the body of an opponent.

As the fight progresses, the spectators become more excited. Bets are made back and forth and the bettors shout encouragement to the favourite. It reaches a climax when one of the cocks is killed.



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COMING SHORTLY TO THE KING'S

Premier League Honours For Sing Tao Quintet

An Undeclared Season

(By "Guard")

SING TAO CLINCHED premier cage league honours when they defeated a Pui Ying quintette 51-26 at the Chinese Y.M.C.A. on Saturday. They have now only one more match in hand against the weak Wah Kiu squad, and there is every indication that they will be able to present a clean bill with not a single defeat throughout this season.

Chinese "Y" who, by their surprise victory over the Kwong Tai University on Wednesday seemed assured of the runters-up position, were tumbled by a strong Chung Sing squad 50-40, and now have to re-play the Tains for the honour of tailing Sing Tao.

Sing Tao were taking no chances with the team who has caused the most major upsets, and from the bell flashed a high-powered five-men offence. The Yingers Poon Kun-hung and Lai Lin-chak, guards, kept the Taons away and the score blank for the first seven minutes of the game, which in itself was quite an accomplishment.

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HOWEVER, they withered before this relentless pressure and Chan Sze-bun drew first blood finishing a very well thought out move. This seemed to induce the Taons to fresher offensives, and they soon ran up a 16-4 lead, which was increased by two points on both sides for the first half scores. Leung Kwok-tok, Tai Fook-sing and Sun Chung-kuen sank some excellent long shots to give their sides this tall score.

Faced with such a large margin, Pui Ying nevertheless put up a plucky show. They carried the fight into Sing Tao's area, but the combination of Lo Chun-hin and Lai Sze-kit proved too much for them, and, faced with such a stone wall, they wilted then fell away, to allow Poon Yue-kwan and Wong Chai-ming to pile on goals and points in a series of cleverly executed set plays.

"Y" EFFORT UNAVAILING

CHINESE "Y" tried their utmost to gain second place without the necessary re-play against Kwong Tai, but they reckoned without Chung Sing.

So fierce did "Y" make their bid that Chung Sing had difficulty in

THE SCORES

FIRST DIVISION

Sing Tao 51 Pui Ying 26
Chung Sing 50 Chinese "Y" 40

SECOND DIVISION

Lai Hang 38 Hung Ying 32

PUI YING DEFENCE WITHERED

keeping "Y" forwards in check, Wong Wal-hung (10) again wreaking all the damage with his fast break under the basket. At this stage of the game Lee Fook-kee (6) and So Pak-fai, Singers guards, did their level best against an irrepressible "Y" three-forward fastbreak offence headed by Wong Wal-hung, who ran up a first half lead of three points, 21-18.

The second half had a different story to tell. It was Chung Sing's turn to flash a fast attack and, but for the excellent work at defence for "Y" by Luk Tai-cheong (6), would have piled up a ridiculous figure against "Y". Wong Wal-hung and company seemed to have lost all their zest, and it was left to Singers Sun Sui-hing (10) Chan Yue-chen (10) and Kum Kan-san (8), who tried, but often found in Luk something they had not accounted for.

LAI HANG CONTINUE WIN

IN the only second division game of the evening Lai Hang continued their unchecked career for the junior leadership by tumbling Hung Ying six points, 38-32.

See To-ying again gave an impressive display, his speed carried him through the Hung Ying defence almost before they realised it.

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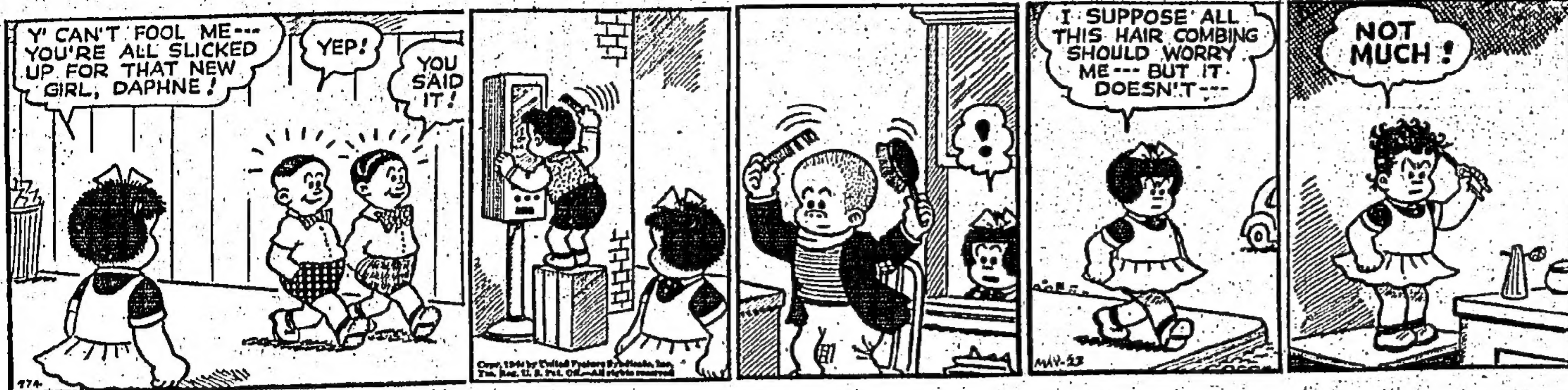
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NANCY



Britain Divided Into 800 Emergency Food Areas: All Fully Stocked

BRITAIN has been divided into 800 food areas—independent and self-supporting little States—which in emergency could feed their populations without any help from outside.

Each of the areas has one main and one "buffer" depot of food, with sufficient supplies of essentials to feed the people for several weeks.

Foodstuffs already in store include butter, margarine, cheese, sugar, flour and a number of staple commodities.

The depots are being drawn from and replenished now and are being used as part of the food distribution scheme.

Revolution In Food System

The plan was described by the Minister of Food, Lord Woolton, recently as "like dividing a ship into watertight compartments."

He added that the scheme is a revolution in our system of food dispersal.

There was now no wholesale accumulation of food stocks at ports or a few mixed centres which could be attacked and destroyed by the enemy.

"In the event of an emergency," he said, "no long journey will be necessary to secure adequate food distribution. It will be possible to keep the roads for the conveyance of troops and other military operations."

Bacon Supplies Cut: Bread Price

Lord Woolton emphasised that the scheme had not been imposed on traders by the Government. It had been worked out by the Ministry in association with the trade and had been welcomed by the traders themselves.

Lord Woolton also announced that from June 10—the date of the reduction in the bacon and ham ration—catering establishments and institutions would be authorised to purchase only 50 per cent. of the present authorised quantities, and the maximum quantity of rationed bacon or ham which retailers are authorised to obtain would also be reduced to 50 per cent.

On the question of bread prices, he recalled that the London Joint Price Committee had increased the price of the 1lb. loaf from 2 1/4d. to 2 3/4d., and the question had been raised of increasing the 4lb. loaf from 8d. to 9d., but the Ministry was waiting for an investigation of costings in order to see whether the rise was justified.

Metro-Goldwyn-Mayer is giving him leave of absence, although his contract with them has several years to run.

Mrs. Montgomery is leaving her home at the Manor House, Stoke Poges, Bucks, where she joined her husband in February, for Eire to return to the United States.

Robert Montgomery Joining Up

LONDON. ROBERT MONTGOMERY, 36-year-old screen actor, has dropped a film he came to England to make, for Paris to join the American Field Service as an ambulance driver.

Reasons he gives: "My cousin served in the same organisation in the last war before America came in."

Montgomery came to England to make two films, "A Busman's Holiday," with Constantine Cummings, is just finished.

"The other," he said yesterday, "has been postponed indefinitely."

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Warships' 5-Day Fight To Thwart Scuttler

By A Naval Correspondent

THE Royal Canadian Navy, fighting alongside the Royal Navy, has just performed a most remarkable exploit.

The R.C.N. destroyer Assiniboine (formerly the R.N. Kempenfelt) was recently patrolling in the Caribbean, in company with a British warship, when they sighted the German steamer Hannover (5,600 tons), a brand-new ship owned by the North German Lloyd.

On realising she had been detected, the German vessel set herself on fire and was apparently blazing furiously when our ships came up with her.

While the larger warship took the prize in tow, the Assiniboine ran alongside with all her fire hoses pumping water into the German merchantman.

Five Days' Fight

The weather was bad, which made the fire-fighting work of the Canadian destroyer very difficult, yet she stuck to it night and day.

This fantastic convoy was five days en route from the coast of Dominica. By the end of that time the flames were subdued, and the German prize, disabled and unsteerable, was brought safely to anchor in Kingston, Jamaica, without the aid of tugs.

The whole operation was a fine feat of seamanship, and in his report the captain of the British warship pays a warm tribute to his Canadian colleague.

Railmen Support War Effort

Only three out of 600 delegates voted against a resolution approving the action of the Labour Party in entering the Government at a conference in Blackpool, of the Railway Clerks' Association.

The resolution also pledged the Association to give whole-hearted support to the war effort.

Full support for the Government was also promised by Mr. W. P. Allen, general secretary at the annual conference of the Associated Society of Locomotive Engineers and Firemen at Southampton.

BABIES GO WITH MOTHERS TO INTERNMENT

POLICE recently were rounding up all German and Austrian women between the ages of 16 and 60 in category B under a Home Office Order authorising their internment.

About 3,500 women enemy aliens are affected. Police called for the women in cars and took them to local assembly points. They are to be interned at Port Erin, the Isle of Man seaside town which has been taken over by the Government.

The women will be allowed to take with them their children under the age of 16. At one of the London receiving centres there were nuns, babies only a few weeks old, and boys and girls.

No Barbed Wire. The Government does not intend to house the women behind barbed wire, nor will the owners of boarding-houses at Port Erin be given notice to quit their premises as in the case in three other internment camps now being organised on the island.

Each boarding-house will have a

number of women allocated to it and the proprietor will be expected to cater for them, at so much a head.

Ordinary citizens will not be allowed to enter Port Erin unless they have specific business there, and internees will not be permitted to leave.

Among the women enemy aliens rounded up at Bradford was Mrs. Wilhelm Hansen, English wife of the Rev. Wilhelm Hansen, pastor of the German Church Bradford, who was interned last week. She took her 13-month-old boy with her.

10,000 Interned. Category B enemy aliens are those who have had to comply with special

Killed Fixing His Radio

Mr. Stanley Bush was adjusting a wireless set at his home in Leekhampton Road, Cheltenham, when he received a severe shock which killed him instantly.

Mr. Bush, who was district inspector for an insurance company, had been married only two months.

restrictions. Last week all male Germans and Austrians in this class were interned.

This new round-up brings the total of enemy aliens interned since the war began to 10,000.

In Category C there are 62,000 Germans and Austrians. They enjoy practically as much freedom as a non-enemy alien. The police, however, can bring suspicious cases before the advisory committees.



New Chief of Staff at No. 10

General Sir John Dill, newly-appointed Chief of the Imperial General Staff, arriving at 10, Downing Street, recently.

The Man Who Did Not Salute Minister Upholds Sacking from A.F.S.

MR. WILLIAM MABANE, Parliamentary Secretary, Ministry of Home Security, has ruled that the dismissal of Mr. John Gibson from the Middlesbrough Auxiliary Fire Service because he refused to salute his officers "does not savour of excessive militarism."

In a letter to Mr. Kingsley Griffith, M.P., Mr. Mabane says: "It may be possible to overdo the strictly military routine in dealing with these civilian units. I quite agree, but on inquiry I don't think this is such a case."

Mr. Mabane points out that an order is in force in the Middlesbrough Auxiliary Fire Service, which says that due deference must be shown to the seniority of all officers by a salute on the first meeting of the day, and that Mr. Gibson maintained his refusal after being given five days to reconsider his attitude.

Need For Discipline. Mr. Mabane adds: "The Auxiliary Fire Service is a uniformed service under officers of distinctive rank and its efficiency depends to a great extent upon the men possessing a sense of discipline and carrying out readily the orders of their officers."

It is understood that, in regular fire brigades the firemen salute the chief officer and the second officer.

Buses Camouflaged. London's 5,000 buses have had their flags painted dark grey so that they will be less conspicuous from the air. An official of London Transport told the News Chronicle that no further camouflaging would be used on the buses.

It is emphasised that there is no immediate cause for alarm.

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20 Local Boards Will Be Set Up To Control And Train Labour

By An Industrial Correspondent



In "fifth column" round-up in England, Sir Oswald Mosley, above, British Fascist leader, and eight of his lieutenants were taken into custody in London. He was British flier in first World War at 18 and was one of youngest members of House of Commons. He was expelled by Conservatives and Labour.

BRITAIN'S big five Labour controllers met at the Ministry of Labour recently for the first time and, without any delay, they set the great national machinery in motion.

In addition to the five members already announced, the following will also serve on the Labour Supply Board:

Mr. Ralph Ascheton, Parliamentary Secretary, Ministry of Labour; Sir Thomas Phillips, Permanent Secretary; Mr. F. N. Tribe, Deputy-Secretary; Mr. G. H. Ince, Under-Secretary, and Mr. F. W. Leggett, Chief Industrial Commissioner.

Mr. T. S. Chegwidden will act as secretary of the Board. I understand that the Board decided to set up immediately about 20 local labour supply committees to control the scheme.

These will each consist of a chairman, an Employment Exchange manager and two others, who will usually be a trade union leader and a man from the management side who understand the industry.

Among the places where these full-time committees will be established are London, Glasgow, Edinburgh, Liverpool, Manchester, Sheffield, Birmingham, Cardiff, Leeds, Newcastle and Leicester.

Three Functions

The Ministry of Labour Divisional Controllers have been asked to consider names of person in their areas suitable to act as Inspectors of Labour Supply and a considerable proportion of these will be trade union officials.

They will have three main functions:

1. To inspect firms who ask for more labour, to see if they really need it, particularly skilled men.
2. To inspect firms already employing skilled labour to determine to what extent skilled men can be released.
3. To stimulate training by employers in their own works and to ensure that firms take full advantage of local facilities, such as technical institutes and night schools. They will also recommend when women should be employed.

The National Service officers who will have power to compel men and employers to carry out the Minister's demands will be officials of the Ministry, but Mr. Bevin is confident that the voluntary response will be such that compulsion will be necessary.

Bevin's Appeal
Mr. Bevin last night issued an appeal to all owners and workers in maintenance workshops. There were many jobs, he said, where work could be so arranged that skilled fitters or toolroom workers, for example, could be released permanently or temporarily for work in more essential production.

"I am not asking that anyone should leave his present job until there is another job for him to go to. In this way I want, while keeping maintenance for all industry intact, to have local reserves of skilled labour which I can borrow to help out when war demands cause situation of great urgency."

Two Men Missing

Of the Charges' crew of 64—mostly Merseyside men—two are missing and the remainder have been landed at a North-West coast port.

Eight men suffering from scalds and burns are in hospital.

The missing men are both of Liverpool—the boat's Arthur Riley, and fireman Hugh Gribbon.

The boat was within 2ft. of being saved by his shipmates, who pushed an out to him, but he was too exhausted to clutch it and vanished.

The fireman was apparently trapped below by the explosion and could not get to the deck when the boats were lowered.

The ship sank in a short time after developing a heavy list soon after an explosion. The survivors were picked up by a vessel after being nearly two hours in the lifeboats.

Four monkeys, belonging to members of the crew, were lost. Twenty-two-year-old Harold Jones, of Liverpool, who was at the wheel, said, "We had the boats down in a few moments and piled in, assisting the injured as best we could."

"Men who had been hung out of the bunks were dressed only in scanty clothing, and steward James Buckley, who was in great pain from his scalds, was naked."

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The Hongkong Telegraph

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"U.S. DESTROYER SUNK BY U-BOAT" MESSAGE THAT HOAXED WORLD

3 Italian Submarines Sent To The Bottom

Daring Attacks By
R.A.F. Machine

CAIRO, July 7 (Reuter).—Further details of recent successful actions by the R.A.F. against Italian submarines in the Mediterranean are just published.

A flying-boat on patrol sighted a submarine periscope and delivered a dive-bombing attack. The flying-boat released special bombs, two of which fell about the conning tower, and immediately the submarine's nose rose sharply to the surface. After this, the vessel slid downwards vertically.

An oil patch rose and spread to several hundred yards.

Submarine Capsizes

On the following day the same flying-boat sighted another submarine on the surface and promptly made a dive-bombing attack, making several hits with special bombs.

The submarine capsized and some of the crew were thrown into the water.

The flying-boat descended and rescued three lieutenants and a petty officer.

While returning, the flying boat sighted another submarine on the surface, but having no bomb left, it dived low and machine-gunned the conning tower and bridge with all its guns.

After a second similar attack, the submarine crash-dived.

AIR MAIL PLANS

C.N.A.C. To Carry Mail
For London, Australia

Air mail to England and Australia will be carried by C.N.A.C. planes until Imperial Airways resume service. The first machine left for Rangoon on Sunday with a heavy load of Hongkong mail.

"We plan to maintain a weekly service," said the Post Master General (Mr. Forrest) to-day. "It is not intended at present to vary air mail charges according to the weight of the mail."

Imperial Airways announced on Friday afternoon that the Hongkong-Bangkok shuttle-line which normally connects with the main-line flying-boat service between England and Australia was temporarily withdrawn owing to regulations prohibiting British ships, or planes, to approach Indo-China.

Via Chungking

Arrangements were completed on Saturday to send the mail by C.N.A.C. machines, via Chungking. To make it possible for Hongkong mail to connect with the main-line Imperial service at Rangoon, the regular C.N.A.C. Monday flight was brought forward one day.

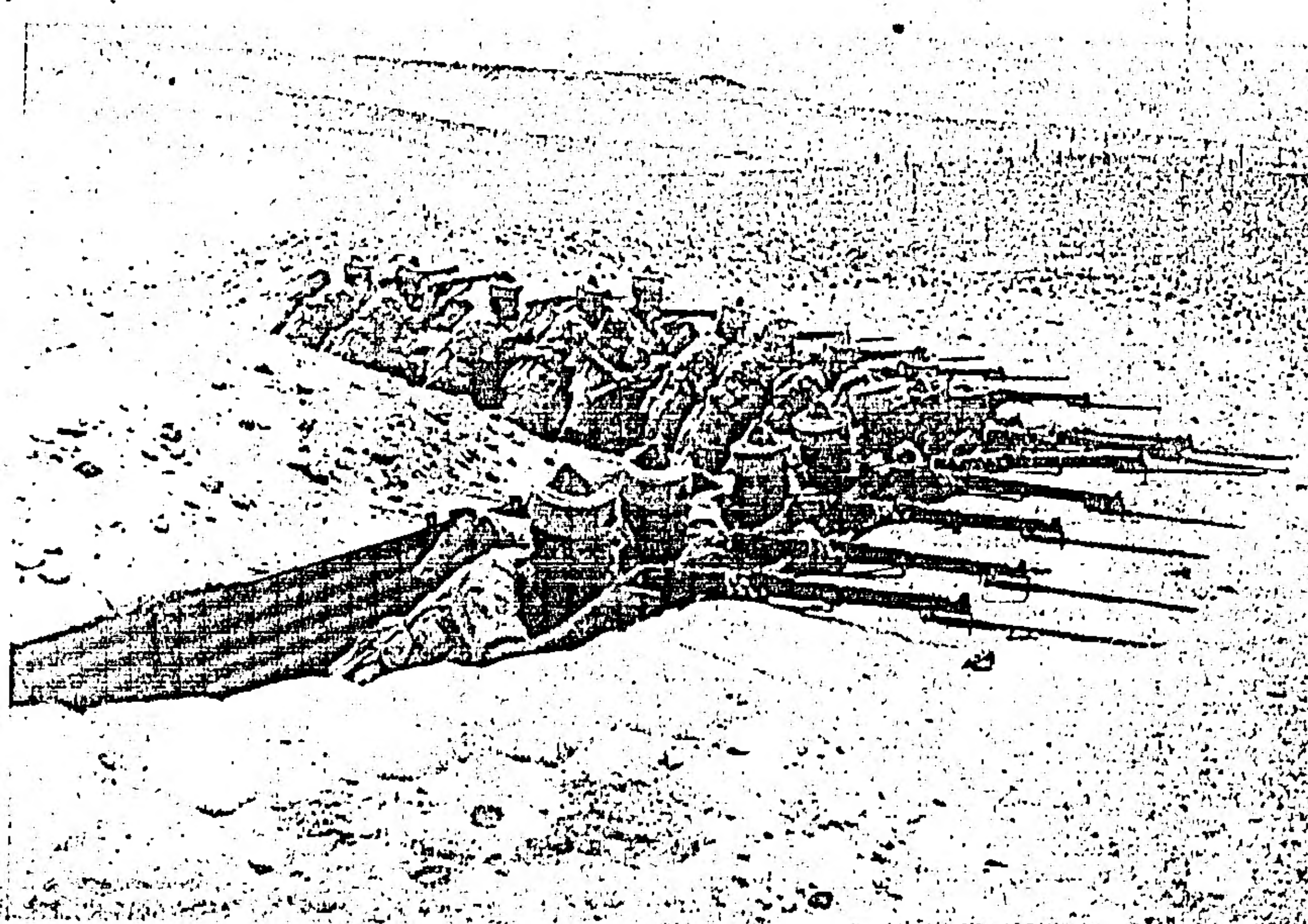
The Post Office is not yet certain of schedules, which will be announced later in the week. Readjustment both of Hongkong-Chungking and Chungking-Rangoon routes may be necessary to make the best connections.

The new service will carry all public mail. Only diplomatic and secret mail will be carried by the alternative route—sea to Singapore, air to Durban, sea to England.

CHINA HONOURS WAR DEAD

CHUNGKING, July 8 (Reuter).—Meetings in honour of the war dead were held throughout China to mark the third anniversary of the beginning of the war with Japan. The day, which is called "National Resistance Day," has been declared a national holiday.

INDIAN TROOPS KEEP GUARD IN THE DESERT



MANY INDIAN REGIMENTS are keeping guard in the Desert, ready for the Italians should they attempt to invade Empire and Allied territory. The official photograph above shows Punjab troops in a firing trench.

Vivid Story Of Evacuation Trip To Manila

Rough Weather; Seasickness Was Lot Of H.K. Evacuees

By BESSIE HACKETT

A ROUGH TRIP, seasickness, crowded discomfort, and a steady tropical rain to welcome them, added to the uncertainty of where they are going next and what is to become of the homes they left behind, were among the first of the hardships met by the 1,700 British women and children evacuees who arrived in Manila from Hongkong on Wednesday last on the Empress of Japan.

The Empress of Japan reached the breakwater at about 5.30 and was boarded by quarantine doctors half an hour later. Vaccination of evacuees lasted the whole morning and the vessel finally tied up at her berth at Pier 7 at 12.30. Mrs. S. Wyatt-Smith and Mrs. C. G. Agnew had boarded the ship at the breakwater to begin with the organisation of the evacuees and at the pier they were met by a corps of Red Cross workers who included: Mrs. Charles H. Forster, Mrs. J. R. Herridge, Miss Betty Herridge, Mrs. George Adamson, Mrs. Roy C. Bennett, Mrs. Stanley J. Willmott, Mrs. J. H. Blinke and Miss Betty Hair.

High Morale

The morale of the crowd was remarkably high, a philosophical acceptance of the situation being expressed in the simple explanation: "There was nothing else to do." The fact that practically all the evacuees are British service people was obvious in the universal statement, "The orders came, and we had to go." Although most of the women had to walk out of their homes leaving behind everything but their personal belongings which could be carried in the baggage allowed them, they tried to keep cheery. Despite the fact that Manilans and others had heard rumours some time ago of the evacuation of Britishers from Hongkong, the evacuees said the order came as a shock to them when they were told to be ready to sail in 30 hours.

One officer's wife said she and her husband had some friends in Saturday evening and were laughing and joking when there was a knock at the door and a messenger presented them with the order. "We were stunned," she said. "We didn't know what it was all about." Mrs. M. Bowden had even less time to prepare. Her husband, who came out to China in the civil service eight years ago, was called for naval duty and was away at sea. Because of her husband's absence, Mrs. Bowden, who lived in Kowloon, Turn to Page 2, Fifth Column

NO GUARANTEED POSTAL ADDRESS FOR EVACUEES, YET

The Post Office is not sure how Hongkong residents should address letters to evacuees in Manila. The Post Master General (Mr. R. A. D. Forrest) suggested to-day that letters should be endorsed: "Mrs. ——— British evacuee, c/o G.P.O. Manila."

"That is the best advice I can give at the moment," he added. "Women could get their letters by calling at the post office after the arrival of each mail."

"We do not know of any central organisation to which letters could be sent for re-direction to the various places where evacuees have quartered."

This Week's Clippers

Clippers will leave for Manila on Wednesday and Thursday but it is uncertain when the next boat-mail will leave Hongkong for the Philippines.

If evacuees are moved on to Australia rapidly, before letters have had time to cross between Hongkong and Manila, the addressing problem may become even more acute.

R.A.F. TRIBUTE TO BALBO

LONDON, July 7 (Reuter).—When the news of Marshal Balbo's death was confirmed, a personal letter of regret from Air Marshal Sir Arthur Longmore was dropped on an Italian aerodrome by an R.A.F. aeroplane.

The letter paid tribute to the leadership and integrity of Marshal Balbo, whom Sir Arthur Longmore knew personally.

ASSAULTS ON NAZI DEPOTS

R.A.F. Continue To
Pound Away

LONDON, July 7 (Reuter).—An Air Ministry communique states that despite adverse weather, R.A.F. bombers continued their activities in the past 24 hours.

Yesterday attacks were made on the landing ground at Knoche, aerodromes at Evreux and Ypenburg, on barges at Zwolle and in the canals at Katwijk.

One of our aircraft is missing. During the night shipbuilding yards at Bremen and Kiel and an armament depot at Emden were attacked.

Seaplane Bases Attacked
Incendiary and high explosive bombs were dropped at Brunsbuttel.

Seaplane bases at Nordeney and Hornum were also attacked. From these night operations, two of our aircraft failed to return.

In numerous operations by the Coastal Command, two of our aircraft engaged on escort duties were shot down by the enemy fighters. Five members of the crews were rescued by British warships.

SHIP SAFE IN NEUTRAL PORT: NAVY DEPARTMENT INVESTIGATES S.O.S.

EARLY THIS MORNING the "Telegraph" received urgent messages from "Reuter" and "United Press" indicating that the 1,190-ton American destroyer Barry had been torpedoed by a German submarine 400 miles off the coast of Spain.

Mackay-Radio intercepted the wireless message purporting to be from the destroyer.

It stated that she was slowly sinking, after being torpedoed by a U-boat at 1.15 p.m., Eastern Summer Time (1.15 a.m. H.K.T.).

"Reuter's" Correspondent in New York did not disclose the source of its information.

He stated that the Barry had reported by radio that she was "sinking slowly," hit by German submarine water in the hold; can last three hours," and gave her position as 400 miles off Spain.

Broadcasting stations which were on the air immediately halted their programmes to inform their listeners of the news.

The story was prominently displayed in newspapers which went to Press before denial was received.

In Hongkong, the "Telegraph" received the denial from "United Press" at 9.30 a.m., and altered its front page accordingly.

The denial was issued by the U. S. Navy Department.

Safely Anchored

The Department said that a message had been received from the Barry, saying she was safely anchored in neutral waters.

Mackay-Radio is now investigating the authenticity of the distress message alleged to have been sent by the destroyer.

The s.s. Manhattan, which was in the immediate vicinity of the position given in the original message, has been asked by radio to state whether her radio operators intercepted the signal.

The U.S.S. Barry is a twenty-year-old destroyer.

She was built under the U.S. War Programme in 1918. Laid down at the New York Shipbuilding Corporation's yard on July 26, 1919, she was launched on October 28, 1920 and commissioned on December 28 in the same year.

She has 41 sister ships.

American Reaction To Barry Report

NEW YORK, July 7 (Domei).—The report that the U.S. destroyer Barry had been sunk caused strong reactions among various circles here and in Washington until it was formally denied by the Department of the Navy.

The wireless report in question was received by a number of radio offices and by the U.S. Coastal Defence Corps, but doubt was immediately entertained by the U.S. Navy Office owing to the fact that the wave length employed differed from that in use by U.S. warships, while no calling sign of the Barry was emitted.

TRANSPORT SALVAGED

New Phase Of Dunkirk
Epic Revealed

LONDON, July 7 (Reuter).—Hundreds of motor vehicles, brought back for repairs from France before the evacuation of the B.E.F., have been put back into service again with the various Home Commands.

These vehicles were saved from falling into the hands of the enemy because the repair scheme organised by the Ministry of Supply, instead of in the last war, of having these vehicles repaired behind the lines in France, called for all but the most hopelessly damaged, to be brought back to England.

The vehicles include motor-cycles, motor cars and lorries, some of which are worth £1,500 each.

LONDON, July 7 (Reuter).—It was announced to-night recruiting offices for French nationals desirous of joining General de Gaulle's volunteer force have been opened at Olympia.

New Light On The Collapse Of France

WHY THE WEYGAND PLAN FAILED

LONDON, July 7 (Reuter).—Criticism that the B.E.F. failed to comply with the Weygand plan towards the end of May has brought a detailed answer from the Senior Staff Officer of the B.E.F. in London to-day.

His statement reveals that there was a meeting at Ypres on May 22, attended by King Leopold, Lord Gort and General Billotte, Commanding the First French Army, who was given the power of co-ordination of the three armies.

Weygand's Plan

General Billotte explained General Weygand's plan of the French attack from the south in the Roye region to join the attack from the north by the B.E.F. and the First French Army in the neighbourhood of Douai and Valenciennes.

General Billotte was killed in a motor accident on the same night, which did not facilitate the work of co-ordination.

Discussing the feasibility of success of the Weygand plan from the British viewpoint, the officer explained that on May 10 the British right rear was in a dangerous position and the B.E.F. was compelled to extemporise steps with improvised forces at Lens, Bethune, Douai and Arras. They had little, some machine-guns, but few anti-tank weapons or artillery.

Nevertheless, they were thrown into battle and fought very gallantly. At this time, the French Army on the British right were in a considerable state of disorganisation and several days were taken in trying to regain some cohesion.

B.E.F. Takes It On Chin

The B.E.F. suffered very heavy attacks and lost much equipment.

South of the French was a gap of 30 miles to the Somme and the situation there was very obscure.

Stops were put in at various places like Albert and Bapaume.

On May 20 it was decided that only two British divisions in reserve would attack Arras across the Scarpe.

Notwithstanding the fact that the French divisions on the left was not ready for the attack, Lord Gort decided that the attack must proceed.

It reached its first objective south of Arras and inflicted heavy casualties on the Germans and took many prisoners.

German motorised infantry had already entered the gap, however, and in the next two days they worked almost all round the British troops.

In the nick of time, the British withdrew to Douai. Thus on the day the Weygand plan was elaborated, the only reserve British troops were one cavalry regiment.

Lack Of Munitions

At that time, too, the munition situation was "not too rosy." The munitions available in France were Turn to Page 2, Fourth Column

LATEST

NO HOLD-UP OF SHIPPING

Coastal shipping has been re-summed between Hongkong and Indo-China.

This official announcement follows a Japanese report from Hanoi that the French had detained all British ships in Haiphong.

The truth is that clearances are being given in the ordinary way by both British and French authorities. The British did withhold clearance orders over the week-end and the French took similar action but the position was quickly clarified to their mutual satisfaction.

See Back Page For
Further Late News

CLASSIFIED ADVERTISEMENTS

25 words \$2.50
for 3 days prepaid

WANTED KNOWN.

OWING TO EVACUATION. The Thrift Shop is forced to close. Will patrons kindly call for their things. All goods not taken away by Wednesday, July 10th, at 5 p.m. will be donated to charity.

WANTED TO BUY.

WE PAY HIGH PRICES for all gold and silver articles, diamonds, jade and jewels. Apply China Gold Refining Co. Room 5, Pedder Building, 2nd floor.

FOR SALE.

"HONGKONG AS REVEALED BY THE CAMERA" Second Edition. Over 60 excellent views of the Colony. Price \$1.50. Obtainable at Kelly & Walsh, Ltd., Hongkong Travel Bureau or from the Publishers, South China Morning Post, Ltd., Wyndham Street.

The Hongkong Telegraph Tenth Annual Amateur Photographic Competition

June—September, 1940.
Two Silver Trophies Awarded by ILLFORD LTD.

For the best and second-best entries.
Four Silver Trophies Awarded by EASTMAN KODAK CO.
First Prizes in each of the four Sections.
\$250 CASH PRIZES \$250

SECTION ONE

General Pictorial: Land and Seascapes; Architecture: Street Scenes, etc.
1st. Silver Cup. 2nd. \$30.
3rd. \$20. 4th. \$12.50.

SECTION TWO

Portraits: Informal Close-ups: Human Studies.
1st. Silver Cup. 2nd. \$30.
3rd. \$20. 4th. \$12.50.

SECTION THREE

Still Life and Table Top Studies.
1st. Silver Cup. 2nd. \$30.
3rd. \$20. 4th. \$12.50.

SECTION FOUR

(Craftsmen's Section)
The whole of the work entailed in the production of every entry must have been done by the competitors who will be required to make a declaration to this effect. Each entry must have pasted on the back a special entry form obtainable on application from The Hongkong Telegraph or from the Hon. Secretary, Hongkong Photographic Society. Subjects—at the discretion of competitors.
1st. Silver Cup. 2nd. \$30.
3rd. \$20. 4th. \$12.50.

RULES

- The following Rules will govern the Competition.
- The Competition is confined exclusively to amateur photographers.
- No employee or member of any firm in the photographic trade is permitted to compete.
- The prizes will be awarded to the competitors sending in what are adjudged to be the best photographs in each Section. Each entry must be accompanied by a form which will be published during the period of the Competition, and which must be pasted on back of entry.
- The right to publish any or all of the entries is reserved to the Hongkong Telegraph.
- All photographs entered must have been taken in the Colony of Hongkong. Photographs which have been already entered in other Competitions are ineligible.
- No responsibility will be accepted for non-delivery of, loss of, or damage to entries.
- All entries to be either black, sepia, or toned pictures, and must be mounted. Coloured photographs are ineligible.
- Pictures submitted in sepia tones should be accompanied by a small print in black and white.
- No pictures entered in more than one Section.
- Mounts to be only white or cream, must be of one of the following sizes:—10x12, 10x20.
- No correspondence will be entered into in connection with the Competition.
- Members of the Staffs of the Hongkong Telegraph and the South China Morning Post are not permitted to compete.
- The decision of the Judges shall be final.
- At the conclusion of the Competition, entries will be returned to competitors on application at the Telegraph office within seven days.

ENTRY FORM

NAME
SECTION
ADDRESS

Please use block letters and paste this on back of each entry in sections 1, 2 and 3.

NEW ADVERTISEMENTS.

NAVY CONTRACTS.

Tenders are invited for the supply of the undermentioned articles for H.M. Naval Service at Hong Kong:—
Socks, Blue, Thin, Worsted—1,000 Pairs.
Stockings, Blue, Cashmere—1,000 Pairs.
Forms of tender and particulars of the articles required can be obtained from the Superintendent, H.M. Victualling Yard, Kowloon. Tenders will be accepted until noon on Tuesday, 10th July.
The right to reject the lowest or any tender is reserved.

Exchange At A Glance

SELLING	
T.T. London	1/2 1/2
T.T. Shanghai	1/2 1/2
T.T. Singapore	3/2 1/2
T.T. Japan	1/2 1/2
T.T. India	1/2 1/2
T.T. U.S.A.	1/2 1/2
T.T. Manila	1/2 1/2
T.T. Batavia	1/2 1/2
T.T. Bangkok	1/2 1/2
T.T. Saigon	1/2 1/2
T.T. France	Nom.
T.T. Switzerland	1/2 1/2
T.T. Australia	1/2 1/2
BUYING	
4 m/s L/C London	1/3 1/2
4 m/s D/P London	1/3 1/2
4 m/s L/C U.S.A.	2/4 1/2
4 m/s France	84 1/2
30 d/s India	4.02 1/2
U.S. Cross rate in London	4.02 1/2
U.S. Cross rate in N.Y.	3.77

TRIBUTE TO MAJOR MANNERS

To The Editor,
The "Hongkong Telegraph."
Sir,—I deeply regret to see a report that the Assembly Controller in the Evacuation Organization. The mistake must have occurred when I was found by a newspaper representative sitting in Major Manners' chair when his main work of the day was over and he had gone over to the ships to see that his organization was working smoothly. The Assembly Controller was Major Manners and he is who recruited the large and efficient staff, organized most of the system, arrangements and transport, and was the prime mover in the Director of Evacuation in all that was done since the inception of the scheme to make it successful.
I believe I am correct in saying that not one of us who assisted him sought any public recognition, but since my name was mentioned, I hope this brief note will be sufficient to indicate to your readers in its true perspective the tribute due to Major Manners.
E. Cock.

Answer To Correspondent
Guernseyman: Owing to evacuation and consequent shortage of staff we regret that it is impossible to accept manuscript that has not been typewritten.—Ed.

Evacuation Broadcast

"Telegraph" Suggestion Was Adopted

Yesterday's relay by ZBW of Manila's broadcast of the arrival of Empress of Asia evacuees was made at the suggestion of the "Hongkong Telegraph."

Following last week's broadcast by KZRM of the arrival of the first evacuees, which was not relayed by ZBW, the "Telegraph" suggested that an attempt be made to relay yesterday's arrivals.

Although there were many obstacles to such a relay (including, for instance, KZRM's copyright), the ZBW authorities immediately got in touch with Manila, and received permission to relay the commentary.

Mobile Unit Operates
The "Telegraph" was requested not to make any announcement on Saturday in case husband and wives were disappointed.
KZRM has the only mobile radio unit used in the Far East—it is a travelling short wave transmitter using the call sign KZRM—and this was used at the pier to broadcast to KZRM's transmitters. True ZBW's relay was, in effect, a double relay because KZRM itself was merely relaying from KZRM. It is believed the B.B.C. made arrangements to re-broadcast the arrival of the evacuees from Davenport if reception there was good, but it is not known whether Davenport did relay the broadcast. Reception in Hongkong was excellent except for occasional distortion.

FRANC PEGGED TO DOLLAR

SPECIAL TO THE "TELEGRAPH"
LONDON, July 7 (Domel).—The French Government has decided to peg the franc to the United States Dollar instead of to Sterling, as heretofore, according to a Berlin radio message intercepted here.

Messerschmitt Fighters Brought Down Nazis Pay Dearly For Raids

LONDON, July 7 (Reuter).—In addition to two bombers off the south coast to-day, it is probable that two Messerschmitt fighters were demolished in a dogfight over the English Channel between British fighters and five Messerschmitts.
One German was seen to topple to the sea with smoke pouring from the engine, while another, trailing smoke, dived out of the combat, rapidly losing height until it disappeared.
Turned And Fled
Then the enemy formation turned and fled.
It is ascertained that the raiders crossed the coast at several points before and after dawn and resumed the raiding in the afternoon without, however, any apparent result.
Apart from two killed and some injured in south-east England yesterday evening, as already reported, it is learnt that a few deaths resulted from a raid in the south-east yesterday.

German Claims
LONDON, July 7 (Reuter).—A German High Command communiqué claims that an 8,000-ton merchant vessel was sunk in Falmouth harbour by bombs while a 6,000-ton vessel was sunk by a torpedo boat off the Isle of Wight.
In the North Sea, it claimed, two British destroyers were so severely damaged as must be reckoned total losses and a 10,000-ton cruiser was severely damaged.
British attacks on north Germany are said to have caused "no important damage."

Other Losses
LONDON, July 7 (Reuter).—The Air Ministry announces that two Dornier bombers were shot down in the Channel to-day by Hurricane fighters.
A third Dornier engaged was last seen in difficulties and may not have reached its base.

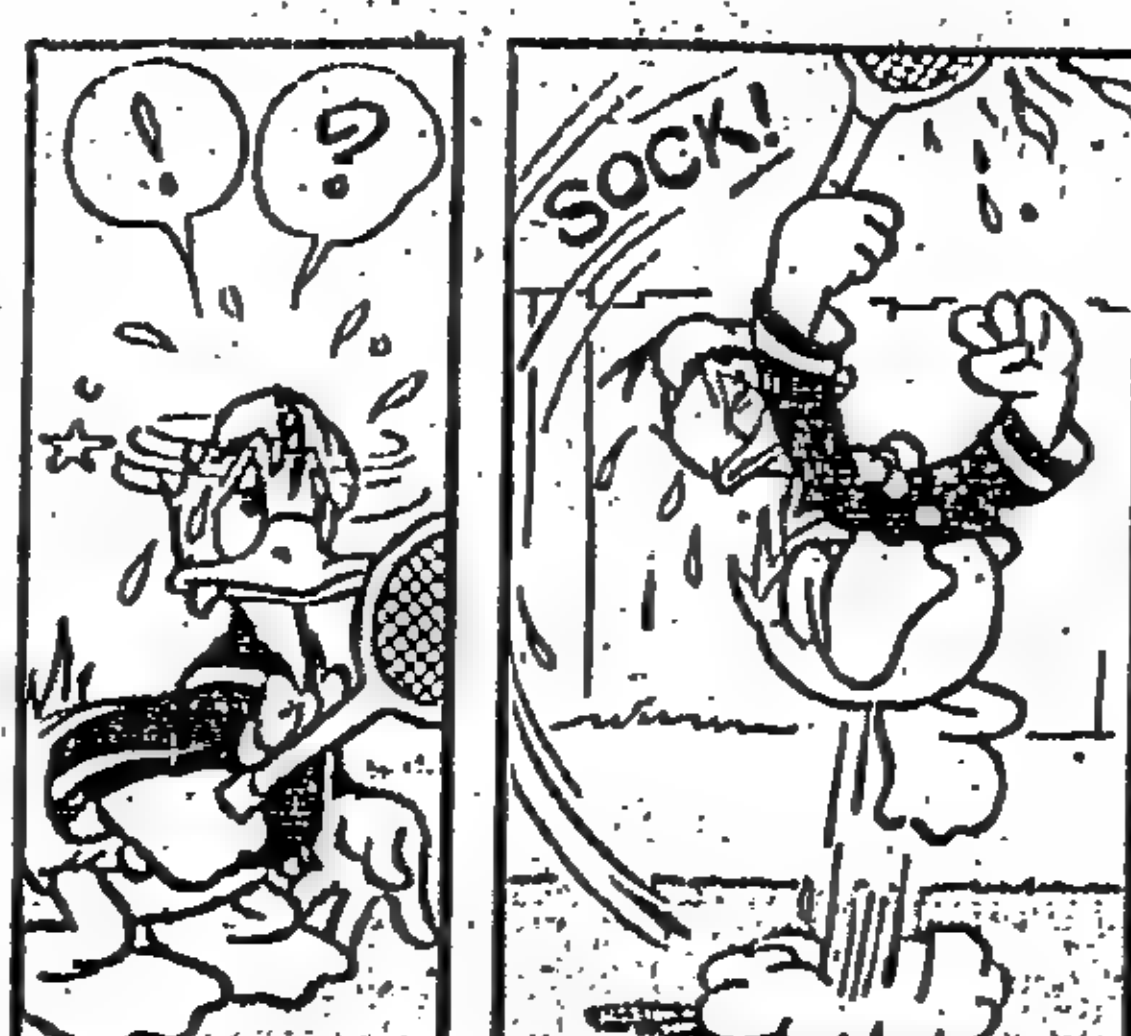
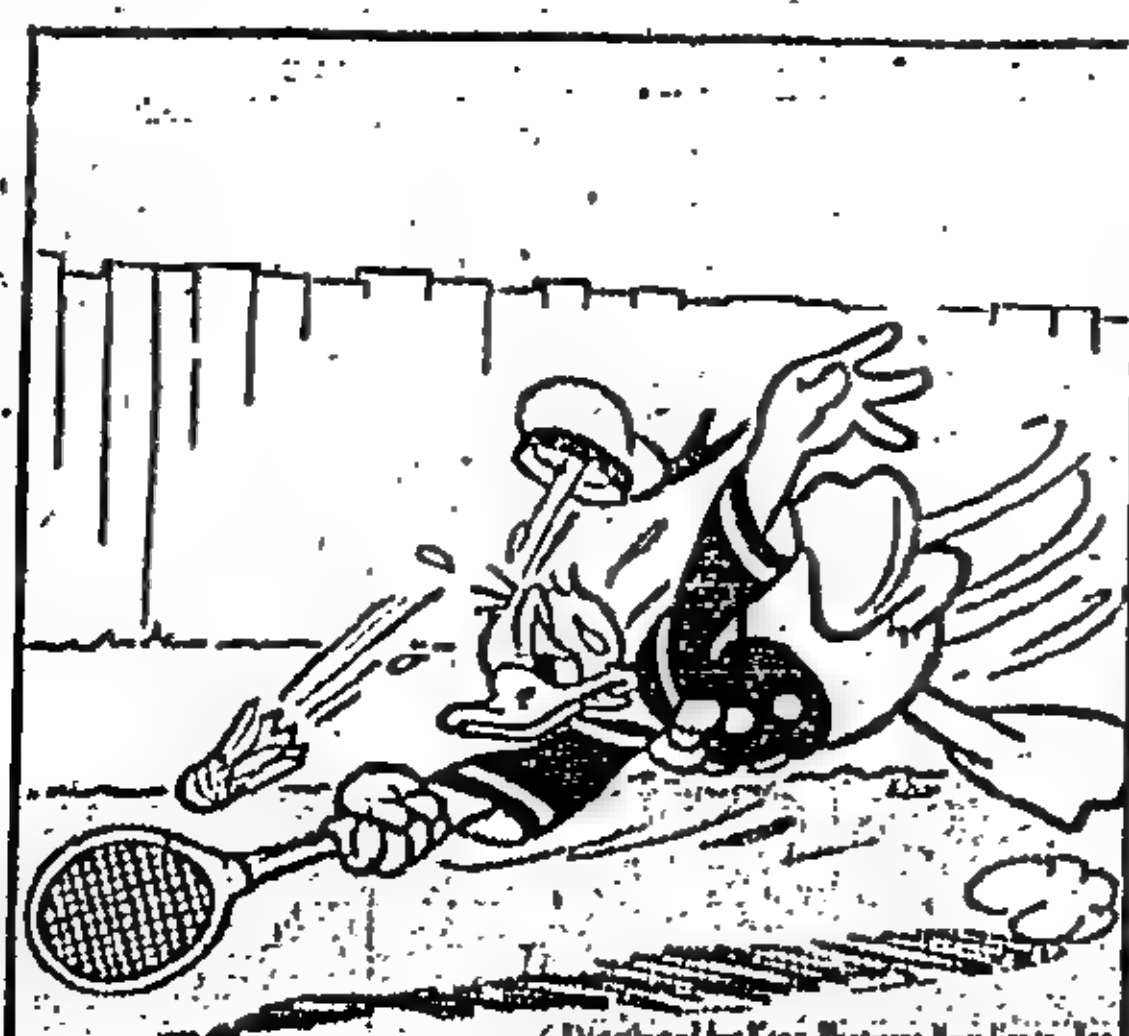
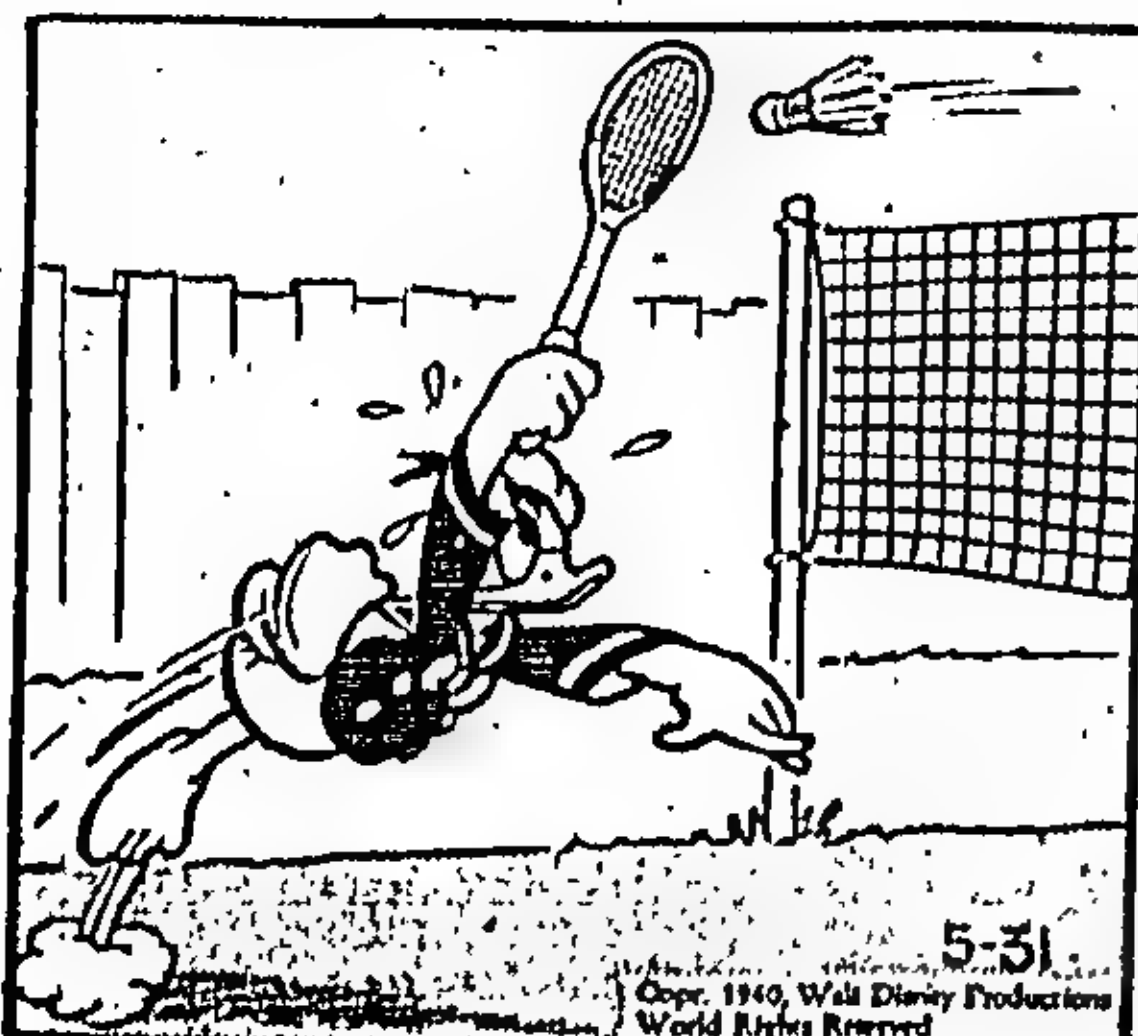
Further Raids
LONDON, July 7 (Reuter).—An Air Ministry communiqué states that there were more enemy planes near the Channel coast this afternoon, but anti-aircraft defences were active and no more important attacks developed.
Some houses were destroyed and there were some casualties, including a number of persons killed when bombs fell in coastal districts in the west country.
An enemy fighter was shot down off the coast this afternoon by anti-aircraft fire.

THE WAR FUND
Further Staff Donations Received
ROYAL SCOTS SUBSCRIBE

Further donations received on Saturday for the War Fund inaugurated by the S. C. M. Post Ltd., brought the totals up to \$1,234,143.39 and £2,828,15.6d.

and \$2,828.15fd.	
Following are the latest subscriptions received:	
James S. Shum and Friends (8th installment).....	\$ 30
H. G. M. Sullivan, Portland, Ore. Co.	
Mr. A. J. Clemen	
Mr. Walter J. Brown	
Mr. F. de B.	
Mr. Chan Man Kai	
Mr. Leung Sau Him	
Mr. Wong Man	
Mr. P. M. N. de la Silva, Jr.	
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Mr. N. W. Wain	
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"E. S."	
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DONALD DUCK



By Walt Disney

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'BORWICK'S' LEMON BARLEY POWDER

90c. per 1/2 lb. TIN
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SIMPLE TO MAKE. JUST PUT TWO TEA SPOONFULS INTO A GLASS, ADD COLD WATER AND STIR.

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JAPANESE PRESS AND THE EVACUATION OF HONGKONG

SPECIAL TO THE "TELEGRAPH"

TOKYO, July 7 (UP).—Quoting well-informed quarters, Japanese newspapers state that the Japanese Foreign Office has issued a statement to Britain saying that "further delays in replying to the Japanese representations regarding the closing of the Burma route will harden the Japanese attitude and that Japan will be compelled to take drastic measures."

Newspapers state that the British Ambassador yesterday telephoned the Foreign Office to inform the Foreign Minister that the British reply will be again delayed—this being the second such notification in a week.

Newspapers express the view that the evacuation of Hongkong and the "further fortification of the Crown Colony is regrettable."

"Trans-Ocean" Version

SHANGHAI, July 5 (UP).—According to a "Trans-Ocean" (German) report from Hankow, the Japanese Naval Attaché, Vice Admiral Kori, has issued a statement saying that "the slightest provocation by the British in the Pacific will be answered by action by the Japanese fleet."

War In The Desert

Patrols Cut Italian Water Line

CAIRO, July 7 (Reuters).—A British war communiqué states that in the western desert our patrols again penetrated the enemy front, cutting the water pipe-line from Bardia to Capuzzo.

Further particulars of enemy casualties at Kassala on July 4 are eight light tanks, two aircraft and 300 men.

Big War Booty

CAIRO, July 7 (Reuters).—The considerable amount of Italian war material captured by the British during recent engagements was seen by "Reuters" special correspondent during a tour somewhere in the Egyptian desert.

It included over 60 brand new anti-aircraft and anti-tank guns captured in Crateds, 4,000,000 rounds of ammunition as well as binoculars and field telephonic equipment.

A considerable number of tanks also fell into British hands in Libyan territory some 200 miles west of Mersa Matruh.

The Arch-Criminals In Conference

Italo-Nazi Plan For Attack On Britain

BASLE, July 7 (Reuters).—According to the Rome correspondent of the "Basler Nachrichten," an offensive against England was discussed at the meeting of Count Ciano and Hitler in Berlin to-day.

The correspondent adds that Ireland is naturally the first act in the attack against England and this point was discussed.

Other matters dealt with, according to this correspondent, included "common regulation of future continental relations and policies."

"Complete Agreement"

LONDON, July 7 (Reuters).—A message from Berlin to Rome states that the Hitler-Count Ciano talk has revealed that there is "complete agreement" both as regards the continuation and development of the war and as to the construction of a new Europe.

The message adds that Count Ciano will visit the western battle-field.

Ciano Leaves Berlin

LONDON, July 7 (Reuters).—Count Ciano left Berlin this evening to visit the German-occupied territories in

RADIO

ZBW, 355 metres (845 k.c.) and 31.49 metres (9,520 kilo-cycles) Variety Programmes and Dance Music

Broadcast by ZBW on a Frequency of 845 k.c.s. and on short wave from 1-2.15 p.m. and 8-11 p.m. on 9.52 m.c.s. per second.

12.15 p.m. Short service of intercession.
12.30 A Variety Programme.
1.0 Local Time Signal and Weather Report.

1.03 Ambrose and His Orchestra.
1.20 Reginald Dixon (Oran).
1.30 Reginald and Rugby Press, Weather Forecast and Announcements.
1.45 Kitty Masters and Roy Fox's Orchestra.
2.15 p.m. Close down.
6.0 Lalo-Symphonic Espagnole for Violin and Orchestra.
6.25 Conchita-Supervia (Soprano).
6.30 Closing local stock quotations.
6.32 Moldau (From "My Country")—Smetana.
6.45 Webster Booth (Tenor).
6.55 Musical Comedy Selections.
7.30 London Relay—The News.
8.0 Local Time Signal, Weather Report and Announcements.
8.03 This Week's Programmes.
8.07 Some French Songs.
8.25 p.m. Dance Music.
9.0 London Relay—The News and Topical Talks.
9.45 New Light Symphony Orchestra.
Turkey in the Straw (Quintet).
Melody in F; Romance in E Flat (Rubinstein); Spring Song (Mendelssohn); Narcissus (Nevin).
10.0 Richard Tauber and Grace Moore.
10.15 A Variety Programme.
11.0 Close down.

THE ORAN AFFAIR
FRENCH VERSION REFUTED
Misrepresentation Of The Facts
LONDON, July 7 (Reuters).—It is pointed out in London that Mr. Winston Churchill (Prime Minister) and Mr. A. V. Alexander (First Lord of the Admiralty) have already refuted M. Prouvost's allegation of the fact that the French Admiral at Oran was presented with a "brutal ultimatum" and his complaint that the British Government did not "enter contact" with the Petain Government. As Mr. Churchill said, in his speech on July 4, the French Fleet was offered an opportunity of going to the French West Indies.

NEW RAIDS ON MALTA
LONDON, July 7 (Reuters).—An Italian communiqué claims that large fires were started in Malta yesterday. It also states that three British planes were brought down when they attacked Tobruk fort.

Northern Ireland's Position
Neutrality Said Unthinkable
LONDON, July 7 (Reuters).—Attention is focussed on Ireland's position during the present anxious moments by the visit of Lord Craigavon today to London, where he has had "wholly satisfactory" talks with Mr. Winston Churchill and other Ministers.

The Ulster Finance Minister, Mr. Andrews, in the course of a speech at Belfast, declared that if Northern Ireland abandoned partition and joined Eire on Mr. de Valera's terms, she would become neutral instead of being actively engaged as now in the fight beside Britain.

He added that such neutrality was unthinkable.

NO LOSSES SUSTAINED
LONDON, July 7 (Reuters).—An Admiralty communiqué states:

"In the official Admiralty communiqué announcing the second action by Fleet Air Arm aircraft against the French battle-cruiser Dunkerque at Oran on July 6, it was stated that two of our aircraft failed to return."

"Further reports now establish that none of our aircraft is missing as the result of this engagement."

"There were no casualties to personnel."

Election Riots: Ten Dead
MEXICO CITY, July 7 (Reuters).—In clashes during the presidential election polling, ten persons were killed and 32 injured.

BRITAIN BUILDING UP AIR MIGHT

LONDON, July 7 (Reuters).—Lord Beaverbrook, Minister for Aircraft Production, has issued a statement that aircraft production during June was more than double the number produced in June last year.

We also produced more than double the number of engines, thus increasing the surplus stock.
American aircraft arriving here represent a considerable contribution to our air fleet, and if the seas remain as free to us as they are at present, American shipments will soon give an additional output in every month of real value to us.

More U.S. Materials
The total value of aircraft orders placed in the United States exceeds \$1,000,000,000.

We also bought over \$50,000,000 worth of aircraft and parts in Canada, from where deliveries of certain types have come forward in increasing quantities.

Lord Beaverbrook said: "These are hard facts. Books of account tell the record. There is much to do before we can be satisfied with our achievements in production."

DEMAND FULL INDEPENDENCE

NEW DELHI, July 7 (Reuters).—The Working Committee of Congress have adopted a resolution demanding a British declaration giving India complete independence, and as a first step, that Britain shall constitute a Provisional National Government.
The resolution declares that if these measures are adopted, Congress will be able to throw its full weight into the effort for effective organisation of the country's defence.

PETAIN'S NEW ORDER

VICHY, July 7 (Reuters).—The Petain Government is reported to have forbidden British warships and planes to come within 20 miles of the French coast, according to usually well-informed unofficial quarters, states "Havas."

It is added that vessels and planes entering the banned zone are liable to attack.

HARASSING THE NAZIS

Toll Of Shipping In Norwegian Waters

LONDON, July 7 (Reuters).—An Admiralty communiqué states:

"Our submarines continue to harass and inflict serious losses upon German sea communications with Norway."

Convoy Attacked

"The submarine Snapper sighted a convoy of supply ships, escorted by an armed trawler and aircraft. The Snapper attacked and hit two ships with torpedoes."

"The remnants of the convoy scattered and made, in disorder, for the shelter of a fjord."
"Later the Snapper sighted a large convoy escorted by armed trawlers and aircraft. A successful attack was carried out and three ships were hit with torpedoes."

BORDEAUX AND ORAN BATTLE

VICHY, July 7 (Reuters).—"To the epic of Dunkirk, Mr. Winston Churchill has replied by assassinating the Dunkerque," said the French High Commissioner for Information, M. Prouvost, in a broadcast.
The broadcast was made in reply to Mr. Churchill's speech on the action taken by the British Fleet at Oran.

M. Prouvost reproached the British Government with having "presented a brutal ultimatum instead of having entered contact with the Petain Government."

Crossword Puzzle

By LARS MORRIS

ACROSS

- 1—River in Bolivia
- 2—Kind of type
- 3—The French
- 4—Parisian
- 5—Natal
- 6—Latin American country
- 7—Ship's name
- 8—Matter
- 9—Arrangement of troops
- 10—Breeze
- 11—Let it stand
- 12—The way
- 13—That thing's
- 14—Brilliance
- 15—Small stream
- 16—in addition
- 17—Matched to
- 18—Mama's name
- 19—Thinks deeply
- 20—In way
- 21—More impenetrable
- 22—Lives
- 23—Put together
- 24—Supply funds for
- 25—Chain
- 26—Ruler
- 27—Bigger
- 28—Chosen by vote
- 29—Passes through
- 30—Small bay
- 31—Up stream
- 32—Extreme fondness

DOWN

- 1—Close
- 2—Group of mountains
- 3—Trailing salt out
- 4—Impression
- 5—Commence
- 6—Purpose to increase
- 7—Call
- 8—Woman's vote
- 9—Bring forth young
- 10—Mistake (col.)
- 11—Obey
- 12—Comrade
- 13—Has gotten up
- 14—African antelope
- 15—Joy
- 16—Smooth
- 17—Twelve upwards
- 18—Annoy
- 19—Rocky pinnacle
- 20—Exit
- 21—Tiny bird
- 22—Large animal
- 23—Magie
- 24—Intruder
- 25—Turn back
- 26—Remains
- 27—Growing things in
- 28—Forest
- 29—Fall into disuse
- 30—Hesitation
- 31—Borrowed money
- 32—Victory
- 33—Vista of ore
- 34—Equal
- 35—Dispatched
- 36—Sign of Zodiac

1—Prejudice
2—Sierran volcano

DICING WITH DEATH

(Continued from Page 4.)

view the actual operation of minesweeping can be described as a rather blood-curdling boredom.

Up and down the channel we went with the wailing gulls for company. The cook staggered round at intervals with mugs of scalding hot sweet tea the colour of mahogany. He shared his galley with a small dog of uncertain lineage. Every now and again he picked it up and extracted a match-stalk or a cinder from its mouth much as a mother extracts objects not meant to be eaten from an infant's gums.

"He do be a terrible one for match-stalks" observed the cook, cycling his companion with proud solicitude.
When we came to the end of our beat the Lieutenant jerked the syren lanyard and our consort slowed down, eased her helm over and round we came. She kept perfect station on us all day. We loved a magnetic sweep between us, and what kind of a mess it would have got into if she hadn't, I tremble to think. Yet there was no signalling except a too of the syren at the turn.

"Signals!" ejaculated the skipper. "Signals wif flags and that! What does a man want wif flags when he has a syren to gie a bit too wi'!" It is indeed the customary mode of communication amongst fishing trawlers and it is astonishing what a subtle range of significances can be conveyed by the strength of the jerk on the lanyard.

We passed the day ya'ling. The deckhands stood huddled on the lee side of the upper deck smoking and watching the sea. From Stornoway Pierhead they came, Hartlepool, Shields and Lowestoft. They had no illusions concerning their job. They had seen a sister trawler strike a mine the previous week. There was one survivor, of the rest and the little ship not a trace remained. Yet they were undismayed; soft-spoken, gentle-mannered, just carrying on with their job.

We reached the area where the sunken ship had met her doom. There might be another mine there. The sweep might pass over it. On the other hand it might be our ship's bottom instead. Either would detonate it. In that event a man standing on the upper deck had perhaps a chance in a million. But down below in the engine room it was certain and instantaneous death. I went to the head of the ladder leading to the engine room and looked down. The two engine men and the two stokers sat on a bench facing the crankpit. They were naked to the waist and the light reflected from the machinery made play on their shaggy muscles; and they were singing in harmony, singing some old Scottish ballad at the tops of their voices.

I went back to the bridge where the skipper and the Lieutenant were yarning about shonls and ship-wrecks.

The skipper let the names of the East Coast lightships ripple off his tongue, for the security of the very words, as if he were running a rosary through his fingers. The Germans had been bombing them and machine-gunning the crews. That to a seaman is the ultimate achievement of bestiality.

I asked him if he had ever suffered shipwreck.

"Aye" he said "but ever for want of a lightship. But I was in a gale off the Gunfleet when I was a lad, and it split the mainsail and we druv down onto the sands."

He pondered over his memories. Between the cap and his eyes, little of his face was visible but his eyes and nose. "I mind I had my best suit on board and I went below before she broke up and I put it on. A fine suit, it was." His eyes wistfully contemplated through the mist of years the sartorial magnificence of that suit.

"But why?" I asked.
"I had a mind to look respectable when my dead body was washed ashore," he answered.

In that moment the mine went up; it is hard to describe in any sequence a confusion of events or impressions that happen almost simultaneously. The trawler lifted as if a giant had kicked her. There was a mountain of water astern, white on the summit and black at the base with a fringe of lumbent flame. Not merely one's

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Scapa, Base Of Memories

(Continued from Page 4.)

are dotted with little crofts and farmhouses and flying over them by aeroplane one notices the patches of bright green and brown which denote cultivation.

The Orkneys lie in Latitude 59° North, 450 miles north of London, and the spring and summer, with its sun, clear atmosphere, and absence of darkness except for about an hour-and-a-half on each side of midnight, may be wholly delightful. At midsummer the transition period from sunset to sunrise is marked by a luminous glow above the northern horizon. If the sky is unclouded, books can easily be read or photographs taken at the hour of midnight. Even in summer, however, it sometimes blows fiercely for days on end with sheets of driving rain.

It is the winter that is really trying, almost numbing to the senses when the weather is really at its worst.

The night lasts from about three in the afternoon until nine next morning. It is usually bitterly cold, with much snow, sleet, rain and fog. During strong gales from the west and north-west the wind whistles down the black hillsides and converts the great expanse of landlocked water which is Scapa Flow into a maddened welter which makes boatwork dangerous, if not altogether impossible.

But bleak and unsophisticated Scapa Flow, covering the northern exiles from the North Sea, played its unforgettable part in the war of 1914-18 as one of the chief bases of the mildest fleet the world has ever known. It is now playing the same part in another struggle in which Sea Power is of equal importance in the war effort of the Allies.

heart but the whole structure of the body contracted with terror and laxed again. There was a roar that filled all space. The trawler shuddered like a living thing repressed from death: as we all were, because the sweep had done its work and the mountain of water collapsed far away astern of us. A dead gull came eddying down like a falling leaf.

The skipper turned from contemplating the upheaval. The little Christmas tree waved its branches black against the broken water.

"Another of the—," he paused and eyed me mischievously; "forgot ye were a seafaring man."

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Doves At Doorn

There are a good many people like Germany's ex-Kaiser. He has been living in a quiet spot in the Netherlands. Now that the Nazis are there, one of his grandsons speaks for him: "So far as Grandpa is concerned, all he desires is to be left in peace on his little Dutch estate."

Though this quaint epilogue to the tragedy of 1914-18 is something of an anti-climax, Wilhelm II's present wish to preserve his own peace is more understandable than some of his earlier impulses. But, of course, it should not be confused with peaceful thinking.

The experience of small nations in Europe, whose chief hope seemed to be that they too would be left in peace, is providing an object lesson for the rest of the world. One of the fallacies of recent decades has been the supposition that as long as a country wasn't too ambitious, it was safe; as long as it didn't want anything, it would be able to keep out of trouble.

Much has been written on the technique through which Holland kept out of the World War. The Dutch simply armed themselves thoroughly for defence of the Netherlands proper, and sustained with whatever grace they could muster the insults and injuries that small neutral trading nations must expect on world highways in wartime.

Americans, and people in other countries, were inclined to read into the Dutch experience in the World War a lesson on how to keep out of all wars: "Mind your own business, promise to make some trouble if anyone actually attacks your own roost, and don't talk back when outside your own backyard." That was the prescription. But now what?

And besides, is the desire to keep out of war necessarily synonymous with a desire for genuine peace? The Kaiser has not hitherto been considered much of a pacifist.

The Evacuation

The "Telegraph" has received widely varied opinions concerning the evacuation of women and children from the Colony. Some express satisfaction of shipping accommodation, and strongly resent criticism, while other equally responsible observers are strong in their condemnation, especially where it is asserted that British women and children were unnecessarily crowded in native steerage quarters. So conflicting are these reports, that it is felt that no good purpose would be served at the present juncture in publishing them. That the facts call for official investigation is evident, and it is to be hoped that conclusions arrived at, should there be an official enquiry, will, in due course, be made available to the public.

Scapa, base of memories

SCAPA Flow is that land-locked sheet of water in the southern part of the Orkney Islands which served as the main base of the Grand Fleet during the war of 1914-18, and is being used again today.

It is also the place where the surrendered German Fleet of eleven battleships, five battle-cruisers, eight light cruisers and fifty destroyers was interned in November 1918, and was sunk by its own crews on June 21, 1919.

Many of these ex-German ships have since been salvaged, towed upside-down to a dockyard, and there converted into scrap metal. The non-ferrous metals, like brass, bronze, and copper, were always valuable for re-smelting. The steel armour-plate could be sold for conversion into cutlery.

It is strange to think that some of the armour actually found its way back to Germany, whence it was re-exported to Britain and all over the world in the form of scissors and safety-razor blades.

THE main anchorage of Scapa Flow is a great expanse of deep water some eleven miles long, east and west, and seven miles wide, north and south. It is bounded on the north by the large island of Pomona, or Mainland; to the east and north-east by the smaller islands of Burray and South Ronaldsay; to the west and south-west by the island of Hoy, which is the highest island in the whole group with hills running up to nearly 1,600 feet.

The south-western part of the Flow is divided into several Sounds, available for destroyers and smaller craft, by the smaller islands of Cava, Risa, Fara and Flotta. There are three entrances, Hoy Sound to the west opening into the Atlantic; Hoxa Sound to the south, leading into the Pentland Firth; and Holm Sound to the east, opening into the North Sea.

The Pentland Firth, that seven-mile stretch of water which separates the Orkney Islands from the north coast of Scotland, has one of the worst reputations in the world. When the tide is at its strongest it rushes through the Firth at seven knots, and the eddies and whirlpools are uncertain and dangerous. Even great battleships, for no apparent reason, have suddenly been swirled through a right-angle or more out of their course. When a strong gale is blowing against the tide it raises a dangerous perpendicular sea which may cause damage to even a full-powered steamship.

During the last war a battleship punching her way westward against a gale had her bridge, boats and other fittings smashed, and many men injured. Some hundreds of tons of water found their way below.

It was on the Pentland Skerries, in the eastern end of the Firth, during a violent gale and a blinding snowstorm in January 1918, that two destroyers crashed on the rocks with the loss of all but one of their crews. The solitary survivor, washed ashore through the boiling surf and clusters of sharp-fanged rock, managed to claw his way to the top of a spray-swept rocky islet, its gullies filled with driven snow. Bruised, cut and bleeding he kept himself alive with snow and limpets taken from the rocks at low water. He was rescued two days later.

ON the west coast of Pomona, near Marwick Head, a granite tower marks another great tragedy of the last war. It is the memorial to that great soldier Lord Kitchener, and the officers and men of the cruiser "Hampshire," who lost their lives when that ship struck a mine and sank off this spot during a heavy gale on June 6, 1916.

Scapa Flow and its neighbourhood is a place of many memories. The well-sheltered anchorage occupies a position of great strategic

importance. Long before the outbreak of war in 1914 it was used by the fleet as a peaceful and exercising ground. At that time it was undisturbed; but as soon as hostilities started, it was gradually made secure against attack by hostile submarines. Batteries were erected and the entrances blocked by sinking old ships, or barred by mines and booms. A small floating dock and a number of supply and repair ships were also provided for the maintenance of the fleet.

When this present war started, Scapa Flow had more or less relapsed into a state of peaceful tranquillity. It was subjected to enemy air-raids within a few days of hostilities starting, and these still continue spasmodically, though with negligible results. On October 14, 1939, the battleship "Royal Oak" was sunk with heavy loss of life by a U-boat, which had penetrated into the Flow. As the First Lord of the Admiralty said in the House of Commons on November 8:—"The long and famed immunity which Scapa Flow, with its currents and defences had gained in the last war, had led to a too easy valuation of the dangers which were present."

That position has now been rectified. Scapa Flow is adequately defended and is used by the ships of the Fleet.

Being cut off from the mainland and rather inaccessible, the Orkneys are not much frequented by tourists in time of peace. Hoy, as has been said, is the highest and most conspicuous of all the Orkney Islands, dominated as it is by the bold mass of Ward Hill, 1,565 feet above sea level, with other hills of over a thousand feet.

WHAT names some of them enjoy! Ward Hill is understandable, but who christened Cullaggs, the Knap of Trovieglen, Withi Gill and Sky Fen?

But the Orkneys abound in strange sounding topographical names, most of them of Norse origin. The name of the islands—Flotta, North, and South Ronaldsay, Shapinsay, Ronsay, Westray and so forth—usually terminate in "a" or "ay," which is the Norse "ey" meaning "island."

The uplands of Hoy are wild and desolate, heather-covered moorland for the most part, with a few stunted trees struggling for existence and leaning well away from the prevailing westerly winds. There are patches of bush and furze and stony slopes on some of the steeper hillsides, with innumerable tiny lochs and tarns, little streams tumbling noisily down some of the slopes, and many patches of boggy ground in the depressions. Snow lies deep in many of the higher gullies until late in the spring.

Even in summer the highlands are lonely and deserted. A shepherd may climb their steep escarpments in search of one of his flock, while in the latter half of August one may sometimes hear the popping of guns amid the heather. Otherwise, few folk visit the hills of Hoy. Shrouded in mist as often as not, uninhabited in winter, there are no habitations, no cultivation. The hills are as God made them—softly rounded, sometimes gaunt and rugged; but always unspoiled and lovely in later summer with their mantles of deep purple heather. Their allures are only disturbed by the shriek or rustle of the wind driving in from the open Atlantic, the splashing of gulls and little waterfalls, the mournful crying of plover and curlew, with the occasional distinctive call of grouse or snipe.

THE chief claim to beauty of the Orkneys lies in the clearness of the atmosphere, and the coloration of land and sea.

The United Kingdom has few more magnificent sea frontages than the twelve-mile wall of cliff which forms the west coast of Hoy. In places they rise perpendicularly out of the sea to heights of between nine hundred and twelve hundred feet. The tallest seacliffs in Britain, they present a solid buttress to the fury of the westerly and north-westerly gales beating upon the cliffs from the might of league upon league of the open Atlantic. Dropping sheer to the water's edge, the cliffs are mostly of old sandstone, battered, fretted and weathered by the process of gales and crying in colour from the brightest turquoise to orange and amber yellow. Alleviated here and there by narrow crags and grassy ledges which afford lodgement for innumerable seabirds, they are fluted and tunnelled by centuries of frost and gales.

The Orkneys possess only two sizeable towns both on the main island—Kirkwall, to the east and Stromness with its grey stone houses and narrow paved streets, to the west. Most of the scattered islands

GRIN AND BEAR IT By Lichty



"Never mind the waiter—he's overheard so many of our doals, our company made him a vice president!"

DICING WITH DEATH

IT was an East Coast port, that had once handled the herring harvest, but it might have been any port in Britain, because it was pitch dark and the only reminder of the herrings was a lingering smell of fish.

The wharf was slippery with ice and heaped with the paraphernalia of minesweeping, dunnage, sinkers and coils of wire.

From the edge of the wharf I looked down on the crowded inlets, the gleams of light from shaded lanterns and forecastle doorways showed nothing but a winch-drum or a boiler room casing, and the forms of men shrouded in duflie coats or oilskins moved momentarily through these little pools of illumination and vanished again into the darkness.

The dawn came slowly. From the deck of one of these trawlers I saw the sky to the eastward lighten and the confusion of shrouds and ratlines was like a gigantic spider's web, glistening with hoar frost. All round us were the trawlers, crowded in the basin as sheep are herded in a pen; the smoke from their funnels rolled away in sooty clouds against the growing light. Through the stokehold exhausts came sounds, shovels scraping on metal and the clang of a furnace door. The Reserve Lieutenant who was in command of a unit of minesweeping trawlers climbed heavily inboard, cumbered with clothing. He called the skipper who commanded the trawler and introduced us. In the dim light a weather-beaten face peered into mine with shrewd eyes. As they turned away I heard him say to the Lieutenant:

"Is you man reeleegious?"

"I don't know. What's the odds?"

"Well, times I swear awful!"

THEY climbed up onto the bridge and their voices died away.

I was about to follow when an unfamiliar object caught my eye. I walked nearer to investigate and saw that it was a Christmas tree, right aft in the stern where normally the ensign staff stood.

It was not long since Christmas, but I felt somehow that it was a symbol of something besides being a reminder of recent festivity. It occurred to me that the old skipper was perhaps a little shy about it and was wondering whether I suspected him of being "releegious"; and while I stood there ruminating the synch footed and we began to elbow our way stern first out of the "jam". I found my way up onto the bridge and as we passed other bridges a few yards away, hard-bitten faces grinned at us out of balustrade helms and duflie cowls. "Good luck!" they said.

"Good luck!" said we, another day dawning. "Good luck!"

Another day of rattling the dice-box with Death. "Good luck!" One by one they warped clear out into the harbour and formed up stern of us. The old skipper grinned and nudged me, jerking his head at the pendant flying at our cross tree. It is flown by men-of-war manoeuvring, by battleships and cruisers and destroyers. It signifies "I have assumed guide of the Fleet." He was very proud of that pendant.

It was full daylight when we reached open sea. A grey day with a wind out of the Northeast, sharp and cruel as broken glass. The little trawlers lifted their heels to the North Sea swell and threw the spray over their broad shoulders. Occasionally a wave slopped inboard, and sluiced across the deck. Every-

body wriggled into lifebelts and tied the tapes very carefully, without comment.

Three of us there were on the bridge besides the signalman. The Reserve Lieutenant had swept mines all through the last war and had been blown up three times. Since then he had commanded his own ships, big ocean-going cargo ships, but he had thrown that up and—for a sailor—a big salary to come back and teach youngsters a trick or two at the old game. There wasn't much he could teach his skipper though, an old minesweeper of the last war like himself. Thirty odd years he had fished the North Sea, following the cod and the herring off Iceland and the Faroes and trawling soles amongst the sandbanks of the East Coast estuaries. The Lieutenant took a bearing and bent over the chart.

The skipper snorted contemptuously. "Charts! The charts can't tell me anything inside the forty-mile line. There's mostly wrong drag a trawl over inshore soundings all your life. You'll not have great regard for the chart."

HE turned his face to windward and sniffed the bitter wind. "He had a fur lining to his leather coat, wisps of grey hair stuck out round his peaked cap. His shrewd old eyes and ears ragged with frostbite, all gave a suggestion of a scarred old fox, wise in a thousand intuitions and experiences. The Lieutenant straightened up from the chart table.

"You'd not have the schooling to read it, Jack, may be." All day they maintained a half-affectation, half-accidental give and take of repartee.

"Schooling! I was top of my class when your mother was wringing out your wet nappies, now!" It was the swift retort of the fisherman to the deep-sea-sailor, not the backchat of a Patrol Skipper to his Unit Commander.

We reached at length the channel where magnetic mines were suspected. The masts of a cargo ship stuck up out of the water inshore where they had tried to beach her after the explosion that ripped her open to the sea. Was it a solitary mine or were there more of them lying hidden along the path of coastwise shipping? We should know presently.

Our companion sweeper came plunging up on our quarter as we slowed down. We veered a grass line astern and she picked it up and shackled a wire to it. This we hauled inboard, connected it to our sweep wire and paid it out again. As the winch released it and it slid astern various contraptions were shackled to it at intervals and finally the two trawlers started off abreast of each other, the submerged sweep towing between them.

The trawlers platted and rolled and the icy spray drifted over the men working the wire. The man at the winch controlled it miraculously, checking its outward surge to a foot when it was necessary to shackle on some appendage. He had the lives of everybody on that heaving deck in his hands a score of times during the day. They worked with bare hands scarred all over with old gashes and streaked with blood from new ones. There were scarcely any orders except in the customary undertones. There were times when the wires behaved like mad pythons and were rather more dangerous. But nobody got in anybody's way or was at a loss in any emergency. These trawlers' crews had handled wires from childhood; they knew exactly what to do without being told, and did it.

FROM a spectator's point of view, it was a sight to see. Every-

Turn to Page 3, Sixth Column

Turn to Page 3, Seventh Column

FRIDAY'S EVACUATION SCENES



Poignant were the scenes at the Kowloon Cricket Club and the Kowloon wharves on Friday when 2,000 women and children were evacuated to Manila. Here are some typical scenes gathered by our roving cameraman. Top left we see evacuees, smiling cheerfully despite the ordeal ahead, as they register at the K.C.C., prior to embarkation. Top right, a farewell outside the club before the young lady boards the bus to take her to the ship. Opposite, a cheerful little girl waves a goodbye to friends en route to the dock. Above, rain did not aid the comfort of the evacuees. In this picture a large Chinese umbrella affords necessary cover for a mother and her baby from the bus to the ship. Bottom left, Kowloon evacuees leaving the bus at the entrance to the wharves, with two bonny kiddies apparently undismayed by the evacuation. Bottom right, registered evacuees depart from the K.C.C. with babies, hand luggage and the ever-willing amahs.—Ming Yuen.



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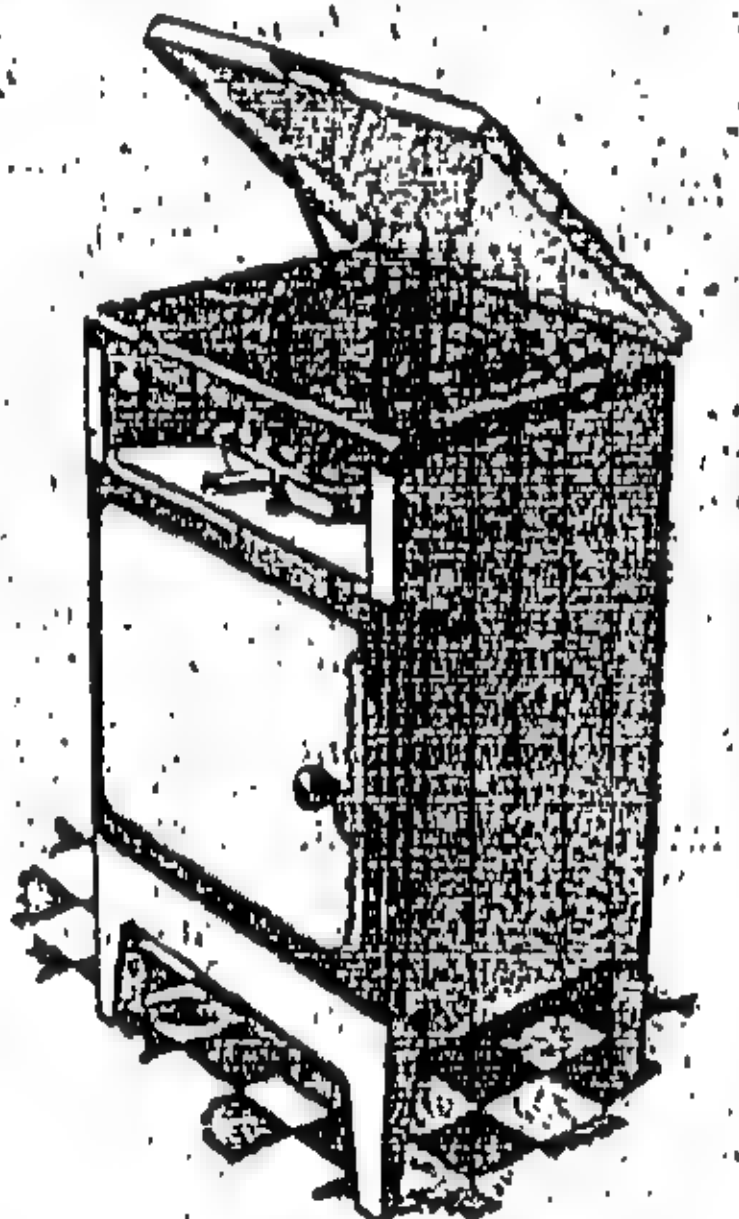
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MONDAY MORNING COMMENTARY

RINKS CHAMPIONS BEATEN LEAGUE BASKETBALL

W. Harrower Eliminates F.X. da Silva In Second Round Match Several Close Matches

SEVERAL CLOSE MATCHES were played in the second round of the Lawn Bowls Rinks championship yesterday. The holders of the title, F. Machado, C. M. Silva, J. F. Ribeiro and F. X. da Silva, provided one of the surprises of the day when they went down to W. Harrower's four, (A. Morton, E. A. Atkins, H. Drew) 19-21, while the Omar brothers (K. M., A. M. and U. M.) and A. A. Razack featured in a brilliant recovery to beat J. C. Chalmers' rink 23-21 after being led 19-5 on the 10th head.

Only one game was not played, that being A. Jillot v. C. G. Silva at the Civil Service C.C.

At the Kowloon Cricket Club, Harrower's four took an early lead against F. X. Silva and led 4-1 at the end of the 4th head, but a four on the 5th put Silva up front 5-4. From then until the 11th head, Silva maintained his slender lead.

Three on the 11th put Harrower once again in front and with a 2 on the 13th climbed to 14-11. Silva's four then figured in a scoring streak of four heads—2, 1, 2—and led 16-14 on the 17th. With two singles, Harrower's rink drew nearer at 16-18, and when on the 20th end they drew and scored a 5, their lead of three shots proved too much for Silva's men on the final head, and though they scored a single, they were beaten 21-19.

At the Kowloon Docks, something of a "freak" game was played. Spectators were treated to the spectacle of three bowlers of A. R. Dallas's rink trotting around the green without shoes. Owing to a misunderstanding, Dallas's men (B. M. Khan, A. H. Ramjahn and M. Y. Adal) were without shoes or shoes, their club-boy having failed to send the gear. With borrowed woods and no shoes the Indian quartet overcame J. H. Gelling's team by 19-16.

Gelling's men featured in a scoring burst at the end when 9 shots were scored in five heads, but Dallas having had a commanding lead of 18-7 at that period, the spurt was too late. Dallas scored a five on the second head, and thereafter gradually built their lead up to 16-7 on the 10th end. Gelling scored 3, 2, 1, 0, 3 over the last five heads, giving Dallas's rink one on the 20th and lost 16-19.

LAST HEAD VICTORY
ANOTHER close game was that in which U. M. Omar's four triumphed over J. C. Chalmers' four 23-21 after being led 16-3 on the 10th head. Omar opened the scoring with a 2, but a 5 for Chalmers on the next end put them into the lead which they maintained until the 21st head. Omar managed another 2 on the 6th, and a single on the 8th, but in the meanwhile Chalmers had scored 2, 1, 0, 2, 1, 0, 5, 3, 0, 1 and were leading 20-6 on the 12th.

Then commenced Omar's final spurt, which, over nine heads gained

them 17 shots! The scoring went 1, 3, 1, 2, 2, 1, 0, 4, 3.

HIGHEST SCORE

HIGHEST WIN was registered by N. M. Rakusen's rink over K. M., U.A., and S. M. Ramjahn at the Craigengower C.C.—the score being 37-10.

The "giant-killers" of the first round, E. Zimmermann's rink, were eliminated by C. Roza Pereira's four at the Kowloon B.G.C. 25-17.

The Results

The complete results yesterday (including a Pairs match at Craigengower) were:

At Kowloon Cricket Club

A. Morton, E. A. Atkins, H. E. Drew, W. Harrower beat F. A. Machado, C. M. Silva, J. F. V. Ribeiro, F. X. M. da Silva 21-19.

G. Duncan, C. F. Needham, N. J. Bebbington, A. Brookbank, beat C. J. Walker, H. Lord, A. Stevens, S. Ecclesall 26-10.

L. Sykes, H. Bicknell, G. W. Deacon, J. G. Meyer beat M. Ferguson, T. Coleman, R. Morrison, J. McCallvie 30-15.

At Club de Recreio

E. W. Simmons, J. Denkin, F. J. Jones, A. W. Grimmit beat F. Hillon, J. Wald, W. P. Seath, T. F. Stainton 30-16.

A. K. Sufiad, A. S. Sufiad, A. K. Ismail, M. R. Abbas beat A. Eastman, W. Simpson, P. Youngusband, V. Chittenden 17-15.

At Kowloon Bowling Green

D. C. Alves, A. M. Xavier, C. M. S. Alves, C. Roza Pereira beat W. Fenney, F. C. Delgado, W. McNellie, E. Zimmermann 25-17.

W. McCord, W. S. Dall, J. Orem, J. C. S. Fender beat J. Gellatly, J. Skinner, L. A. Collyer, J. F. McGowan 16-15.

At Kowloon Dock

D. M. Khan, A. H. Ramjahn, M. Y. Adal, A. R. Dallas beat J. I. Barnes, F. D. Angus, J. Watson, J. H. Gelling 19-10.

At Kowloon Football Club

F. A. Cheesman, G. E. F. Thompson, J. C. Gill, A. M. Holland beat E. G. Post, W. Cameron, G. Parkins, A. E. Carey 31-13.

W. Houston, E. Levett, A. Calman, R.

NORTH POINT GALA

Ho Sui-lam Swims Well At Chinese Athletic Assn. Night Fete

(By "Ripple")

The increasing interest being taken in swimming at North Point was further evidenced in the large crowd which packed the Chinese Athletic Assn.'s Bathing pavilion on Saturday, to witness their first gala this season.

Due to a strong current flowing westwards, times recorded were not excellent. The closest race of the evening's programme was the Men's 50 metres free-style, which was taken by Ho Sui-lam, an arm's length separating him from Lee Wing-hong, in the fairly good time of 30 secs.

Pairs Championship Matches To Be Played To-day

The following is the programme of matches in the Open Pairs Lawn bowls championship to be played to-day:

AT CIVIL SERVICE C.C.

H. A. Alves and F. V. V. Ribeiro v. J. S. Riddell and J. C. Alden.
J. M. Watson and R. M. Keown v. T. Lock and W. R. Way.
P. Morgan and F. Cullen v. A. F. Paul and J. K. Sloan.

AT CRAIGENGOWER

F. Hillon and T. F. Stainton v. J. McCutcheon and C. Gowland.

AT KOWLOON F.C.

C. C. Pereira and J. C. Remedios v. J. Hoosen and C. E. Shipp.
J. C. Gill and G. Duncan v. M. F. Alarcon and A. J. Kew.
L. J. Silva and J. F. V. Ribeiro v. A. J. Noronha and A. M. Rodrigues.

AT KOWLOON B.G.C.

E. V. Seale and E. S. Abraham v. C. S. Langley and L. A. Jordan.
J. Gibson and R. Lapsley v. E. C. Fincher and J. Fraser.
T. W. Carr and W. Mulcahy v. L. F. Xavier and R. F. Luz.

AT TAIKOO

S. Yusuf and K. Nazarin v. A. A. Razack and C. S. Rossette.
J. F. McGowan and H. E. Strange v. C. E. Marques and D. Baste.

AT KOWLOON DOCKS

E. Levett and R. Duncan v. O. P. Remedios and E. D. Souza.

Duncan beat W. Hong Sing, G. S. Ladd, T. L. Lock, A. A. Lewis 30-14.
E. F. Fope, A. Bower, J. E. Henson, G. H. Sherwin beat E. L. S. H. C. H. E. Strange 24-19.

At Civil Service

A. A. Razack, K. M. A. M. U. M. Omar beat W. Melrose, R. Mahn, D. Munro, J. C. Chalmers 23-21.
R. Bann, J. S. Landolt, A. E. Coates, C. S. Rossette beat J. W. Leonard, Y. A. Razack, L. C. R. Souza, W. K. Way 30-11.

At Craigengower

S. Souter, D. Taylor, W. Harris, J. Aiken beat B. Hollands, N. B. Fraser, J. W. McDonald, W. E. Hollands 28-12.
M. Purvis, W. Burling, W. Hillyer, N. M. Rakusen beat K. M. U. A. A. M. S. M. Ramjahn 37-10.

PAIRS MATCH

In the second round of the pairs C. F. Needham and A. Brookbank beat D. Hollidge and W. Hillyer 10-18 at Craigengower.

Miss Chiu Sui-ngor swam an excellently judged race to nip the field after being led for the first two lengths by Miss Ng Woon-ying, in the Ladies 100 metres breast-stroke.

The best swimming was seen in the Men's 200 metres relay race, Chan Sui-lan's team gaining the lead with his third man, Chan Yee-tong, and Choy Hing-chiu, anchor, swam a nice 50 metres to consolidate their position.

POPULAR TOTS' RACE

THE 50 metres for children under 15 years was easily the most popular race of the evening, and was closely followed by several old ladies, their grandsons and granddaughters presumably were in it. This event was won by Master Lam Kui-yuen in the very good time of 37 secs. He led the field at the finish by almost 15 metres, and appeared capable of swimming another 50 metres.

The 50 metres Mathematical Race gained the full approval of the crowd, but the entire disapproval of the contestants. Miss Ng Poon-ying took first place with three sums right, her multiplication sum was wrong. Miss Yue Yuen-kwan came second with her addition and subtraction sums wrong, and was followed by Miss Choy Chung, who had only her addition sum right.

The 50 metres Two-way Race, 25 metres any style, head before, and 25 metres feet before, proved the most amusing. Lau Koon-sing planted his feet first against the board at the finish and won, a leg's length, from Shek Yee-choi.

RESULTS

Following are the results:
50 metres Free-style (men)—1. Ho Sui-lam; 2. Lee Wing-hong; 3. Cheong Wing-tak. Time: 30 secs.
100 metres Breast-stroke (ladies)—1. Miss Chiu Sui-ngor; 2. Miss Ng Woon-ying; 3. Miss Choy Chung. Time: 1 min. 45 secs.

200 metres Team Race (men)—1. Chan Sui-lan's team (Chan Sui-lan, Chan Wing-tak, Chan Yee-tong and Choy Hing-chiu); 2. Chan Suen-cheong's team (Chan Suen-cheong, Shek Yee-choi, Mak Wah-shing and Lau King-fai). Time: 2 min. 5 secs.

50 metres Free-style (children)—1. Lam Kui-yuen; 2. Hui Yee-tai; 3. Leoh Sui-look. Time: 37 secs.

200 metres Breast-stroke (men)—1. Yan Chiu-nung; 2. Wong Tze-ling; 3. Cheong Wing-tak. Time: 2 min. 20 secs.

50 metres Mathematical Race—1. Miss Ng Poon-ying; 2. Miss Yue Yuen-kwan; 3. Miss Choy Chung.

50 metres Two-way swimming (men)—1. Lau Koon-sing; 2. Shek Chi-kwong; 3. Cheong Wing-tak.

50 metres Staircase Race (men)—1. Ho Sui-lam; 2. Lau Koon-sing; 3. Cheong Wing-tak.

50 metres Apple Race (ladies)—1. Miss Chiu Sui-ngor; 2. Miss Chiu Sui-wai; 3. Miss Au Yeung Wai-bun.

Water Polo—"A" team (Cheong Moon-wing, Wo Tao-keen, Ng Chin-to, Lam Sui-so, Lo Wing-cheung, Kan Man-wing and Chan Sui-lan) beat "B" team (To Wan-tam, Shek Chi-kwong, Kan Man-cheung, Kwok Kai-chiu, Suet Chun-kwan, Ho Sui-lam and Choy Wing-tak). "B" team 5 goals; "A" team 4 goals.

"A" Division Lawn Tennis Schedule

A full programme of matches in the "A" Division of the Lawn Tennis League is scheduled for to-day, though many of the players are away doing Volunteer duties.

The matches will be:
Club de Recreio v. University
Hongkong C.C. v. South China
Indian R.C. v. Kowloon C.C.

Cock Fighting In Mts. Of West Virginia

BLUEFIELD, W. Va. (UP).—Cock-fighting, a sport which thrilled the ancient Greeks and Romans with its ferocity, is said to be becoming popular in the mountains of West Virginia.

The fact that the sport is outlawed does not deter hundreds of men in this area from taking a holiday almost every week-end to congregate at some hideout in the foothills to see two cocks battle to the death with steel spurs attached to their legs.

Cock-fights are big events and an owner may travel as far as 50 miles to pit his battler against an opponent. Usually, the fights are staged at night, in a barn on some remote farm.

The common or ordinary cock-fight is called a "hack" and there are upwards of 10 of these staged at a single gathering. The higher type of contest is termed a derby or tournament and only the fiercest fighters are matched in these.

UNUSUAL SPECTACLE

THE cock-fight itself is an unusual spectacle for the uninitiated to watch. Owners work over their birds like a prizefighter's manager before the contest. Some of them clip the underwings and tails of the cocks to give the fighters more freedom of action. The comb is clipped neatly and the gaffs are applied with the greatest of care.

The gaffs are remarkably light and strong—equal to the talons of the biggest eagle. They measure about 4 inches long. During a contest, each time one cock gaffs the other the birds are separated. This may occur as often as 100 times before the fight is ended. Each cock usually has an experienced handler who acts as a "second" during the fight. He puts the cock against the opponent at the start of the battle and frees it whenever its spur become caught in the body of an opponent.

As the fight progresses, the spectators become more excited. Bets are made back and forth and the bettors shout encouragement to the favourite. It reaches a climax when one of the cocks is killed.

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Screen Play and Dialogue by Joe Batt, Jerry Chodoroff and Miguel C. Tormo - A VITAPHONE RELEASE
Produced and Directed by MIGUEL C. TORMO

COMING SHORTLY TO THE KING'S

Premier League Honours For Sing Tao Quintet An Undefeated Season

(By "Guard")

SING TAO CLINCHED premier cage league honours when they defeated a Pui Ying quintette 51-26 at the Chinese Y.M.C.A. on Saturday. They have now only one more match in hand against the weak Wah Kiu squad, and there is every indication that they will be able to present a clean bill with not a single defeat throughout this season.

Chinese "Y" who, by their surprise victory over the Kwong Tai University on Wednesday seemed assured of the runners-up position, were tumbled by a strong Chung Sing squad 50-40, and now have to re-play the Tains for the honour of tailing Sing Tao.

Sing Tao were taking no chances with the team who has caused the most major upsets, and from the bell flashed a high-powered five-men offence. The Yingers Poon Kun-hung and Lai Lin-chak, guards, kept the Taons away and the score blank for the first seven minutes of the game, which in itself was quite an accomplishment.

PUI YING DEFENCE WITHERED

HOWEVER, they withered before this relentless pressure and Chan Sze-bun drew first blood finishing a very well thought out move. This seemed to induce the Taons to fresher offensives, and they soon ran up a 16-4 lead, which was increased by two points on both sides for the first half scores. Leung Kwok-tok, Tai Fook-sing and Sun Chung-kuen sank some excellent long shots to give their sides this tall score.

Faced with such a large margin, Pui Ying nevertheless put up a plucky show. They carried the fight into Sing Tao's area, but the combination of Lo Chun-hin and Lai Sze-kit proved too much for them, and, faced with such a stone wall, they wilted then fell away, to allow Poon Yue-kwan and Wong Chai-ming to pile on goals and points in a series of cleverly executed set plays.

"Y" EFFORT UNAVAILING

CHINESE "Y" tried their utmost to gain second place without the necessary re-play against Kwong Tai, but they reckoned without Chung Sing.

So fierce did "Y" make their bid that Chung Sing had difficulty in

THE SCORES

FIRST DIVISION

Sing Tao 51 Pui Ying 26
Chung Sing 50 Chinese "Y" 40

SECOND DIVISION

Lai Hang 38 Hung Ying 32

KEEPING "Y" FORWARD IN CHECK

Wong Wai-hung (10) again wreaking all the damage with his fast break under the basket. At this stage of the game Leo Fook-kee (6) and So Pak-fai, Singers guards, did their level best against an increased "Y" three-forward fastbreak offence headed by Wong Wai-hung, who ran up a first half lead of three points, 21-18.

The second half had a different story to tell. It was Chung Sing's turn to flash a fast attack and, but for the excellent work at defence for "Y" by Luk Tai-cheung (6), would have piled up a ridiculous figure against "Y". Wong Wai-hung and company seemed to have lost all their zest, and it was left to Singers Sum Sui-hing (10) Chan Yue-chien (10) and Kum Kan-san (6), who tried, but often found in Lu, something they had not accounted for.

LAI HANG CONTINUE WIN

IN the only second division game of the evening Lai Hang continued their unchecked career for the junior leadership by tumbling Hung Ying six points, 38-32.

Sze To-ying again gave an impressive display, his speed carried him through the Hung Ying defence almost before they realise it.

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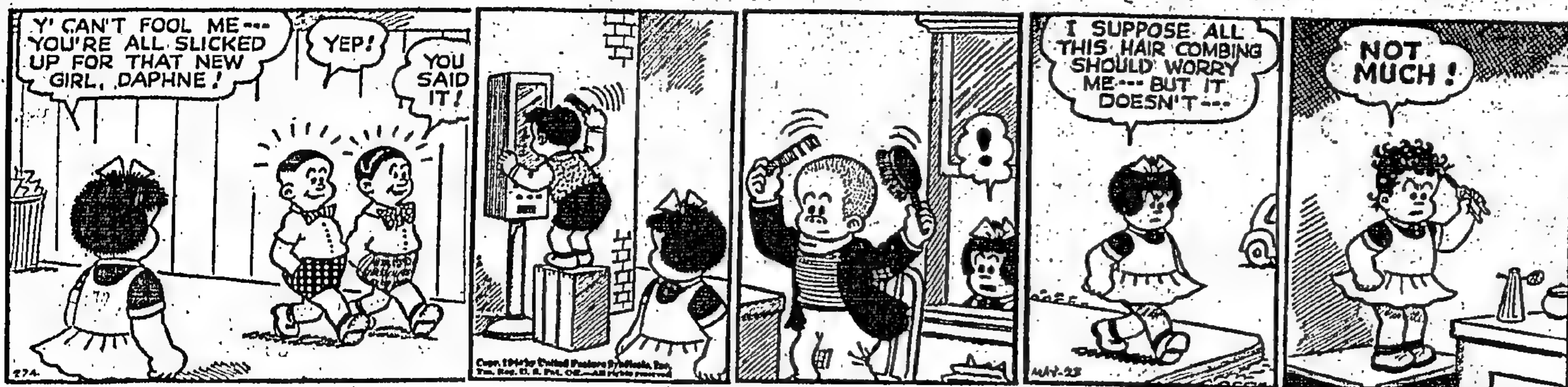
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Britain Divided Into 800 Emergency Food Areas: All Fully Stocked

BRITAIN has been divided into 800 food areas—dependent and self-supporting little States—which in emergency could feed their populations without any help from outside.

Each of the areas has one main and one "buffer" depot of food, with sufficient supplies of essentials to feed the people for several weeks.

Foodstuffs already in store include butter, margarine, cheese, sugar, flour and a number of staple commodities.

The depots are being drawn from and replenished now and are being used as part of the food distribution scheme.

Revolution in Food System

The plan was described by the Minister of Food, Lord Woolton, recently as "like dividing a ship into watertight compartments."

He added that the scheme is a revolution in our system of food dispersal.

There was now no wholesale accumulation of food stocks at ports or a few mixed centres which could be attacked and destroyed by the enemy.

"In the event of an emergency," he said, "no long journeys will be necessary to secure adequate food distribution. It will be possible to keep the roads for the conveyance of troops and other military operations."

Bacon Supplies Cut: Bread Price

Lord Woolton emphasised that the scheme had not been imposed on traders by the Government. It had been worked out by the Ministry in association with the trade and had been welcomed by the traders themselves.

Lord Woolton also announced that from June 10—the date of the reduction in the bacon and ham ration—catering establishments and institutions would be authorised to purchase only 50 per cent. of the present authorised quantities, and the maximum quantity of unrationed bacon or ham which retailers are authorised to obtain would also be reduced to 50 per cent.

On the question of bread prices, he recalled that the London Joint Price Committee had increased the price of the 4lb. loaf from 2½d. to 2½d., and the question had been raised of increasing the 4lb. loaf from 8d. to 9d., but the Ministry were waiting for an investigation of costings in order to see whether the rise was justified.

Soldiers Swim 1/4-Mile, Dodge Nazis

HARD-PRESSED by German troops and machine-gunning planes which were attacking a French seaport town, a British officer and 12 men raced to the beach and swam a quarter of a mile to a drifting boat.

Inside was a Dutchman who had been killed by machine-gun fire. To hide from planes the soldiers lay down in the boat while it drifted out to sea.

The motor was out of action, and for 24 hours the men suffered from cold and hunger, until they were signalled by a hospital ship carrying wounded. They were taken on board and reached a South Coast port.

Killed Fixing His Radio

Mr. Stanley Bush was adjusting a wireless set at his home in Leckhampton Road, Cheltenham, when he received a severe shock which killed him instantly.

Mr. Bush, who was district inspector for an insurance company, had been married only two months.

restrictions. Last week all male Germans and Austrians in this class were interned.

This new round-up brings the total of enemy aliens interned since the war began to 10,000.

In Category C there are 62,000 Germans and Austrians. They enjoy practically as much freedom as a non-enemy alien. The police, however, can bring suspicious cases before the advisory committees.



New Chief of Staff at No. 10

General Sir John Dill, newly-appointed Chief of the Imperial General Staff, arriving at 10, Downing Street, recently.

The Man Who Did Not Salute Minister Upholds Sacking from A.F.S.

MR. WILLIAM MABANE, Parliamentary Secretary, Ministry of Home Security, has ruled that the dismissal of Mr. John Gibson from the Middlesbrough Auxiliary Fire Service because he refused to salute his officers "does not savour of excessive militarism."

In a letter to Mr. Kingsley Griffith, M.P., Mr. Mabane says: "It may be possible to overdo the strictly military routine in dealing with these civilian units. I quite agree, but on inquiry I don't think this is such a case."

Mr. Mabane points out that an order is in force in the Middlesbrough Auxiliary Fire Service, which says that due deference must be shown to the seniority of all officers by a salute on the first meeting of the day, and that Mr. Gibson maintained his refusal after being given five days to reconsider his attitude.

Need For Discipline
Mr. Mabane adds: "The Auxiliary Fire Service is a uniformed service under officers of distinctive rank and its efficiency depends to a great extent upon the men possessing a sense of discipline and carrying out readily the orders of their officers."

"I understand that in regular fire brigades the firemen salute the chief officer and the second officer."

Buses Camouflaged
London's 6,000 buses have had their flags painted dark grey so that they will be less conspicuous from the air.

An official of London Transport told the News Chronicle that no further camouflaging would be used on the buses.

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Warships' 5-Day Fight To Thwart Scuttler

By A Naval Correspondent

THE Royal Canadian Navy, fighting alongside the Royal Navy, has just performed a most remarkable exploit.

The R.C.N. destroyer Assiniboine (formerly the R.N. Kempenfelt) was recently patrolling in the Caribbean, in company with a British warship, when they sighted the German steamer Hannover (5,600 tons), a brand-new ship owned by the North German Lloyd.

On realising she had been detected, the German vessel set herself on fire and was apparently blazing furiously when our ships came up with her.

While the larger warship took the prize in tow, the Assiniboine ran alongside with all her fire hoses pumping water into the German merchantman.

Five Days' Fight

The weather was bad, which made the fire-fighting work of the Canadian destroyer very difficult, yet she stuck to it night and day.

This fantastic convey was five days on route from the coast of Dominica. By the end of that time the flames were subdued, and the German prize, disabled and unsteerable, was brought safely to anchor in Kingston, Jamaica, without the aid of tugs.

The whole operation was a fine feat of seamanship, and in his report the captain of the British warship pays a warm tribute to his Canadian colleague.

Robert Montgomery Joining Up

LONDON. ROBERT MONTGOMERY, 36-year-old screen actor, has dropped a film he came to England to make, for Paris to join the American Field Service as an ambulance driver.

Reasons he gives: "My cousin served in the same organisation in the war before America came in."

Montgomery came to England to make two films. "A Busman's Holiday," with Constance Cummings, is just finished.

"The other," he said yesterday, "has been postponed indefinitely."

"Had a Comrade," he said yesterday, "has been postponed indefinitely."

Metro-Goldwyn-Mayer is giving him leave of absence, although his contract with them has several years to run.

Mrs. Montgomery—formerly, Elizabeth Bryan Allen—is leaving her home at the Manor House, Stoke Poges, Bucks, where she joined her husband in February, for Elre to return to the United States.

Robert Montgomery

Railmen Support War Effort

Only three out of 600 delegates voted against a resolution approving the action of the Labour Party in entering the Government at a conference in Blackpool, of the Railway Clerks' Association.

The resolution also pledged the Association to give whole-hearted support to the war effort.

Full support for the Government was also promised by Mr. W. P. Allen, general secretary at the annual conference of the Associated Society of Locomotive Engineers and Firemen at Southport.

BABIES GO WITH MOTHERS TO INTERNMENT

POLICE recently were rounding up all German and Austrian women between the ages of 16 and 60 in category B under a Home Office Order authorising their internment.

About 3,500 women enemy aliens are affected. Police called for the women in cars and took them to local assembly points. They are to be interned at Port Erin, the Isle of Man, seaside town which has been taken over by the Government.

The women will be allowed to take with them their children under the age of 16. At one of the London receiving centres there were nursing babies only a few weeks old, and boys and girls.

No Barbed Wire
The Government does not intend to house the women behind barbed wire, nor will the owners of boarding-houses at Port Erin, be given notice to quit their premises as in the case in three other internment camps now being organised on the island.

Each boarding-house will have a

number of women allocated to it and the proprietor will be expected to cater for them at so much a head.

Ordinary citizens will not be allowed to enter Port Erin unless they have specific business there, and internment will not be permitted to leave.

Among the women enemy aliens rounded up at Bradford was Mrs. Wilhelm Hansen, English wife of the Rev. Wilhelm Hansen, pastor of the German Church Bradford, who was interned last week. She took her 13-month-old boy with her.

10,000 Interned
Category B enemy aliens are those who have had to comply with special

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20 Local Boards Will Be Set Up To Control And Train Labour

By An Industrial Correspondent



In "fifth column" round-up in England, Sir Oswald Mosley, above, British Fascist leader, and eight of his lieutenants were taken into custody in London. He was British flier in first World War at 18 and was one of youngest members of House of Commons. He was expelled by Conservatives and Labour.

BRITAIN'S big five Labour controllers met at the Ministry of Labour recently for the first time and, without any delay, they set the great national machinery in motion.

In addition to the five members already announced, the following will also serve on the Labour Supply Board:

Mr. Ralph Ascheton, Parliamentary Secretary, Ministry of Labour; Sir Thomas Phillips, Permanent Secretary; Mr. P. N. Tribe, Deputy-Secretary; Mr. G. H. Ince, Under-Secretary, and Mr. F. W. Leggett, Chief Industrial Commissioner.

Mr. T. S. Chegwidden will act as secretary of the Board.

I understand that the Board decided to set up immediately about 20 local labour supply committees to control the scheme.

These will each consist of a chairman, an Employment Exchange manager and two others, who will usually be a trade union leader and a man from the management side who understand the industry.

Among the places where these full-time committees will be established are London, Glasgow, Edinburgh, Liverpool, Manchester, Sheffield, Birmingham, Cardiff, Leeds, Newcastle and Leicester.

Three Functions

The Ministry of Labour Divisional Controllers have been asked to consider names of person in their areas suitable to act as Inspectors of Labour Supply and a considerable proportion of these will be trade union officials.

They will have three main functions:

1. To inspect firms who ask for more labour, to see if they really need it, particularly skilled men.
2. To inspect firms already employing skilled labour to determine to what extent skilled men can be released.
3. To simulate training by employers in their own works and to ensure that firms take full advantage of local facilities, such as technical institutes and night schools. They will also recommend when women should be employed.

The National Service officers who will have power to compel men and employers to carry out the Minister's demands will be officials of the Ministry, but Mr. Bevin is confident that the voluntary response will be such that compulsion will be necessary.

Bevin's Appeal

Mr. Bevin last night issued an appeal to all owners and workers in maintenance workshops. There were many jobs, he said, where work could be so arranged that skilled fitters or toolroom workers, for example, could be released permanently or temporarily for work in more essential production.

"I am not asking that anyone should leave his present job until there is another job for him to go to. In this way I want, while keeping maintenance for all industry intact, to have local reserves of skilled labour which I can 'borrow' to help out when war demands cause situation of great urgency."

REGISTRATION LAW

Extended to Women And Children

As foreshadowed last week, His Excellency the Officer Administering the Government has made regulations amending sections 7 and 8 of the Registration of Persons Ordinance, 1939, so as to require female British subjects, British persons under the age of eighteen years, and British persons over the age of fifty-five years, to register at the Registration of Persons Office, Police Department, within two weeks, unless they are either persons of Chinese race or are members of His Majesty's regular Naval, Military or Air Forces or members of the Hongkong Police Force.

Formerly, only males were affected; between the ages of 18 and 55, and they could register within two months.

Not Fighting To Make Millionaires

—A.E.U. CHIEF

MR. JACK TANNER, in his presidential address to the National Committee of the Amalgamated Engineering Union, at Morecambe, said that the workers were not prepared to give labour, make sacrifices, carry the burden, to make this country safe for capitalism.

"The men at the front," he said, "are not battling amid fire and fury to make more millionaires, depressed areas and starving peoples."

He described the war as "an engineers' war—a machine war with a vengeance."

"We shall be tried and tested to the utmost of our courage, capacity and understanding," he said.

MEDICAL BOARD TRICK ALLEGED

Ten men were remanded at Bow Street recently charged with conspiring together and with other persons unknown to defeat the provisions of the National Service Act. They were:

Jack Brack (29), salesman, Burton Street, Brick Lane, E.2; Maurice Kravis (22), machine operator, King's Road, Brighton; Joseph Barnett (24), labourer, Median Road, Hackney; Sydney Israel Barnett (23), trimmer, Lynton Road, West Acton, W.; Bert Aaronberg (40), of Gilda Crescent, Stamford Hill; Conny Riskov (37), traveller, Commercial Street, E.; Samuel Riskov (23), tailor Old Hill Street, Stoke Newington; James Boulton (23), amusement caterer, no fixed home; George Old (31), driver, Drysdale Road, Lewisham; and Louis Barnett, labourer, of Hampton Road, Forest Gate.

When Brack asked for bail "on grounds of health" Inspector Salisbury, objecting, said: "He is definitely a Grade 4 man who has been impersonating other men before medical boards."

KING HAAKON

Berlin, July 7.
Authorized quarters here to-day declared Germany possesses no official information regarding the overseas reports that Norway is forming a new Government to replace King Haakon's.

However, they pointed out that recent Press reports from Oslo indicate that moves are afoot whereby the Storting will again function, implying the formation of a Government.

"Steps designed to increase Norway's autonomy are progressing," they said, but explained at the same time that the Nazi gauleiter, Herr Terboven, will remain at Oslo. For the past week the German Press has been asserting that King Haakon forfeited his rights to the throne when he fled.—United Press.

Cheated U-Boat: Now Loses His Ship

FOUR days after war broke out Captain Hugh Roberts outwitted a U-boat and shook it off after a three-hour chase.

For this exploit he was decorated with the O.B.E. Recently Captain Roberts' luck was out.

He was in command of another ship, the 5,406-ton Glasgow steamer Charges, when it was sunk by enemy action.

Two Men Missing
Of the Charges' crew of 64—mostly Merseyside men—two are missing and the remainder have been landed at a North-West coast port.

Eight men suffering from scalds and burns are in hospital. The missing men are both of Liverpool—the bo'sun, Arthur Riley, and fireman Hugh Gribbin.

The bo'sun was within 2 ft. of being saved by his shipmates, who pushed an oar out to him, but he was too exhausted to clutch it and vanished. The fireman was apparently trapped below by the explosion and could not get to the deck when the boats were lowered.

The ship sank in a short time after developing a heavy list soon after an explosion. The survivors were picked up by a vessel after being nearly two hours in the lifeboats.

Four monkeys, belonging to members of the crew, were lost. Twenty-two-year-old Harold Jones, of Liverpool, who was at the wheel, said: "We had the boats down in a few moments and piled in, assisting the injured as best we could."

"Men who had been flung out of the bunks were dressed only in scanty clothing, and steward James Buckley, who was in great pain from his scalds, was naked."

LATE NEWS

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Fashion! Fun! Songs!

ANNA NEAGLE
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TO-MORROW AT QUEEN'S
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"UNEXPECTED FATHER"
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where there's wine, women and song!

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Starring **Nelson EDDY**
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COME AT ONCE
OR YOU'LL HAVE TO FIGHT YOUR WAY IN TO SEE

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THE NEW STAR
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She's terrific!

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There's one in every family!

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Original story by L.A. & Wylie • Screenplay by GROVER JONES
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• **TO-MORROW & WEDNESDAY** •
THE MOST EXCITING OF ALL THE CHAN PICTURES!
"CHARLIE CHAN IN PANAMA"
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FAR EAST MOTORS
We have experienced mechanics and equipment to do so.
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For The South China Morning Post, Ltd.
Light House, 10 Wyndham Street, Hongkong.
High Water: 10.40
Low Water: 17.55

The Hongkong Telegraph
FOUNDED 1851 一拜禮 號八月七英港香 MONDAY, JULY 8, 1940. 日四初月六
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WE TAKE THE WINTER WRINKLES OUT OF YOUR CAR!
Don't drive into Summer with a car that looks as though it has just recovered from the measles—bumps, wrinkles and dents removed quickly and expertly by our mechanics.

"Nursery Liner" Lands Weary Passengers after 24 Hours Wait at Anchor EVACUEE REPORTER TELLS OF EMPRESS VOYAGE TO MANILA

Warship Escort From Colony

BY A TELEGRAPH REPORTER ABOARD THE EMPRESS OF JAPAN
MANILA, July 8 (UP).—Changing its role from a troopship which only a few months ago carried some thousands of Australian "Diggers" to Palestine, to a "nursery liner", the 26,000-ton Canadian ship which brought 1,500 evacuees from Hongkong to Manila discharged its weary women and children this morning.

We arrived off the Manila breakwater early yesterday morning. But passport examination and examination of vaccination certificates prevented us from landing until this morning—24 hours after our arrival.

The journey from Hongkong was uneventful. We were accompanied across the China Sea by a destroyer, which caused no little excitement aboard as it joined us for the trip.

Despite the comparatively calm seas many of the evacuees—both young and old—succumbed to seasickness and lay about on deck chairs for almost the entire voyage.

Those more fortunate tended their babies and their high-spirited youngsters. Dean Wilson was aboard the liner. "Round Robin" circulated. I understand he is sending a cable to Hongkong this morning, denying reports regarding conditions aboard. Last night, as we lay off Manila, Dean Wilson circulated a "round robin" which was signed by those satisfied with the accommodation and the conditions generally.

Those women who were accommodated in the steerage section appear to have refused to sign the "round robin" mainly on the grounds that their quarters were entirely incompatible with either sleep, privacy or any degree of comfort.

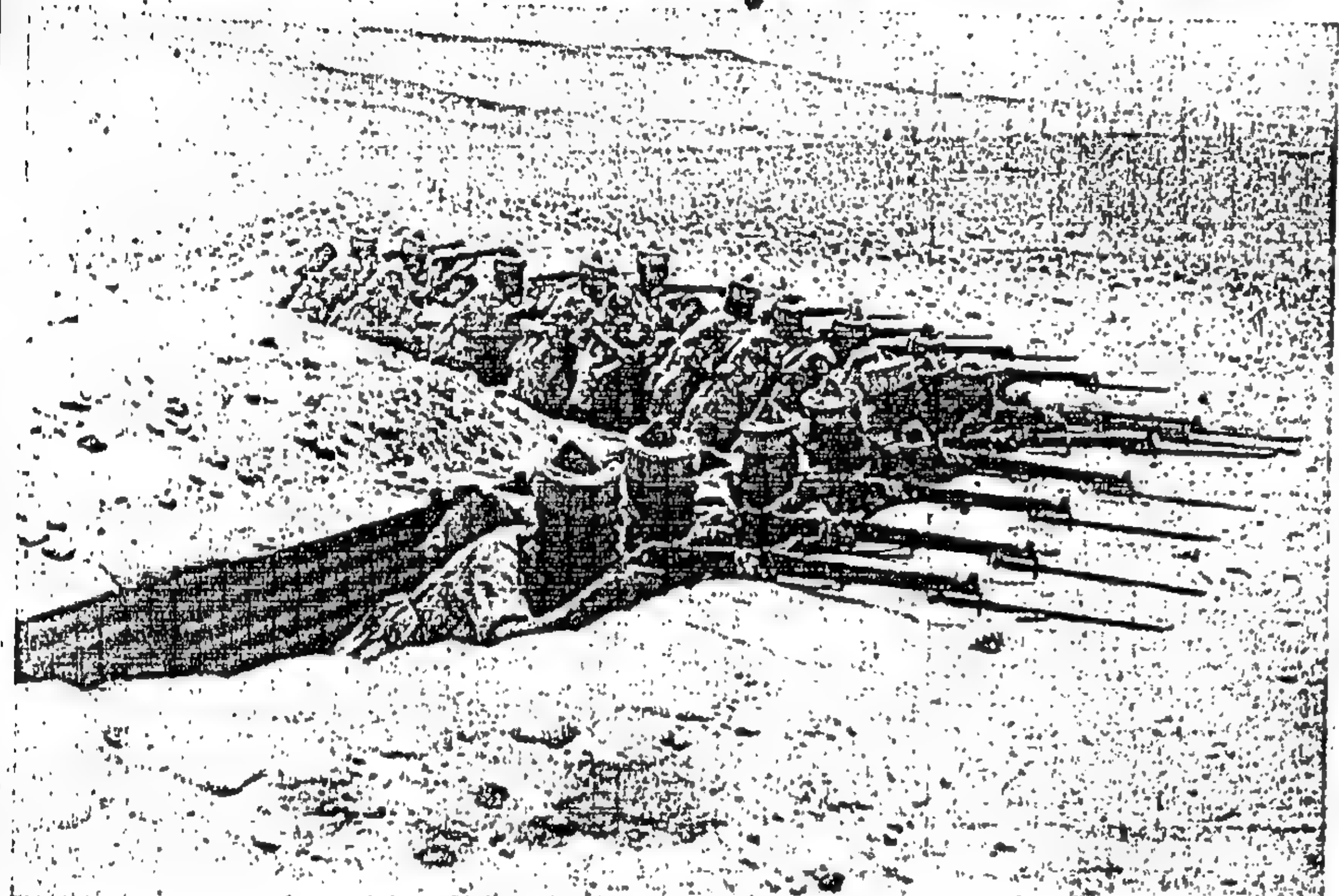
Several mothers with infants told so strongly about the situation that they refused to remain in the quarters assigned to them and moved their camp beds, baggage and babies to the promenade deck, on which they camped throughout the journey. Whatever the evacuees' opinion of the accommodation arrangements, their opinion is unanimous that the best quarters should have been allotted to expectant mothers and those with young children.

Three Ambulances Needed
On arrival at the wharf this morning three Red Cross ambulances took off one mother with a baby born in Hongkong just before embarkation, two expectant mothers and one small boy.

Officials refused to disclose their names. The evacuees who are dependent on the Red Cross for accommodation in Manila will be billeted by the U.S. Army in two new barracks at Fort William McKinley. In order to make accommodation available in these barracks, the U.S. Army has moved its soldiers to a tent encampment.

About 150 evacuees who disembarked this morning will stay with friends in Manila, the rest, presumably, will go to Fort McKinley.

INDIAN TROOPS KEEP GUARD IN THE DESERT



MANY INDIAN REGIMENTS are keeping guard in the Desert, ready for the Italians should they attempt to invade Empire and Allied territory. The official photograph above shows Punjab troops in a firing trench.

Vivid Story Of Initial Evacuation Trip To Manila

Rough Weather; Seasickness Was Lot Of H.K. Evacuees

By BESSIE HACKETT
A ROUGH TRIP, seasickness, crowded discomfort, and a steady tropical rain to welcome them, added to the uncertainty of where they are going next and what is to become of the homes they left behind, were among the first of the hardships met by the 1,700 British women and children evacuees who arrived in Manila from Hongkong on Wednesday last on the Empress of Japan.

The Empress of Japan reached the breakwater at about 5.30 and was boarded by quarantine doctors half an hour later. Vaccination of evacuees lasted the whole morning and the vessel finally tied up at her berth at Pier 7 at 12.30. Mrs. S. Wyatt-Smith and Mrs. C. G. Agnew had boarded the ship at the breakwater to begin with the organisation of the evacuees and at the pier they were met by a corps of Red Cross workers who included: Mrs. Charles H. Forster, Mrs. J. R. Herdridge, Miss Betty Herdridge, Mrs. George Adamson, Mrs. Roy C. Bennett, Mrs. Stanley J. Willmott, Mrs. J. H. Blinco and Miss Betty Hair.

High Morale
The morale of the crowd was remarkably high, a philosophical acceptance of the situation being expressed in the simple explanation, "There was nothing else to do." The fact that practically all the evacuees are British service people was obvious in the universal statement, "The orders came, and we had to go." Although most of the women had to walk out of their homes leaving behind everything but the personal belongings which could be carried in the baggage allowed them, they tried to keep cheery.

Despite the fact that Manilans and others had heard rumours some time ago of the evacuation of Britishers from Hongkong, the evacuees said the order came as a shock to them when they were told to be ready to sail in 36 hours.

One officer's wife said she and her husband had some friends in Saturday evening and were laughing and joking when there was a knock at the door and a messenger presented them with the order. "We were stunned," she said. "We didn't know what it was all about."

Mrs. M. Bowden had even less time to prepare. Her husband, who came out to China in the civil service, was in the civil service.

Turn to Page 2, Fifth Column

MANILA DISEMBARKATION SCENES DESCRIBED: DIFFICULT TRIP ENDS

SPECIAL TO THE "TELEGRAPH"
MANILA, July 8 (UP).—The disembarkation of Hongkong's evacuees continued throughout this morning after continuous heavy rains yesterday had prevented more than two-thirds of the 1,758 arrivals from leaving their ships.

The first people landing this morning were those who had friends in Manila, and they were promptly rushed to their new homes.

U.S. Army man supervised the disembarkation of the remainder of the evacuees.

Six hospital cases were taken to the Army's hospital at Sternberg late last night. None of the cases, however, was serious.

Despite protests by Manila friends, the military police rigidly adhered to the regulations which would not permit them aboard either vessel.

The Army trucks were filled with evacuees as fast as the women and children landed this morning, and they were immediately rushed to Fort McKinley, where the Customs officials examined their baggage.

Families Intact
A notable feature of the Manila end of the evacuation is that all families have so far managed to remain together. This is due to the rigid U.S. Army regulations which make it almost impossible for any children to go astray.

The American Red Cross opened four large dormitories in Manila today, bringing up the earlier evacuees from Fort McKinley as fast as they could be cleared by the Customs inspectors.

A number of expectant mothers will enter the Emmanuel Hospital, where they will receive every attention.

Consul's Appreciation
Mr. S. Wyatt-Smith, the British Consul General, expressed his pleasure this morning at the orderly reception and at the efforts of the Red Cross and U.S. Army.

The Manila branch of the Hongkong and Shanghai Bank sent representatives aboard the ships to exchange bank drafts for pesos.

The evacuees appeared tired and some complained of seasickness. Many expressed dissatisfaction, and claimed that the evacuation was needless. Some blamed the presence of numerous Chinese refugees in Hongkong at the cause of the evacuation. The British authorities being forced to take precautions against a possible food shortage.

Turn to Page 2, Sixth Column

French Naval Losses More Than 1,000 Die In Battle Of Oran

SPECIAL TO THE "TELEGRAPH"
GRENOBLE, July 8 (UP).—Over a thousand French sailors are claimed to have been killed or wounded in the naval battle at Mers-el-Kebir, off Oran.

In addition to the French losses already reported, a British submarine torpedoed a French warship of the Aviso type, believed to be the Regault de Genoully.

A message from Toulon states that the battleship Strasbourg has arrived there with five cruisers, an aircraft carrier and a number of smaller craft. All are undamaged.

DNB reports from Geneva that the worst damaged of the French warships at Mers-el-Kebir has now been sighted. A smaller vessel had her stern blasted off.

The report states that there were only 200 survivors in the battleship Bretagne. It claims that H.M.S. Hood was hit by three shells during the battle.

Turn to Page 2, Sixth Column

BRITISH AND NAZI AIR FORCES ACTIVE

SPECIAL TO THE "TELEGRAPH"
LONDON, July 7 (UP).—Harbingers of the Blitzkrieg, waves of low-flying German raiders swept over the north-east and south coasts of England from dawn to dusk to-day, killing at least five civilians and shattering numerous houses.

Three civilians were killed in a north-east village, and there were other casualties in the south-east.

Simultaneously, the Air Ministry announces further R.A.F. raids last night on Bremen, Kiel, Emden and other German centres.

The shipyards at both Bremen and Kiel were bombed, and heavy explosions occurred at the arms depot at Emden.

The seaplane bases at Norddeich and Hornum, on the island of Sylt, were raided for the first time in several weeks, and Brunsbuttel, at the entrance to the Kiel Canal, was bombed.

Aerodromes And Barges
Aerodromes in German-occupied France at Evreux and Ypenburg were heavily bombed, and barges on the Hollandsche Canal at Katwijk were a prominent target.

Two Dorniers and two Messerschmitts were brought down in aerial combat over the English Channel and a third Messerschmitt is believed to have been disabled.

The waves of German planes attacking England conveyed on the island from northern France and Holland.

Hitler's Methods
LONDON, July 7 (UP).—Ten bombs which were dropped somewhere on the south coast killed an elderly man and injured several others. A number of houses were demolished.

In the south-west one man was killed and slight damage was done to buildings when 30 bombs were dropped from three low-flying planes.

This official announcement follows a Japanese report from Hanoi that the French had detained all British ships in Haiphong.

The truth is that clearances are being given in the ordinary way by both British and French authorities. The British did withhold clearance orders over the week-end, and the French took similar action, but the position was quickly clarified to their mutual satisfaction.

Latest Evacuation Orders Further Compulsory Registration

The following official communiqué was issued by the Colonial Secretary's Office this afternoon.

Registration for British women and children and for British men of over 35 years will commence on Tuesday, July 9, at 9.30 a.m. at the Registration Office, Supreme Court, entrance from Jackson Road, Hongkong.

Registration is compulsory for the following persons:—
(a) All female British subjects except those of Chinese race.
(b) All male British subjects of over the age of 55 years except those of Chinese race.

(c) All children of either sex of under the age of 18 years except those of Chinese race.

It must be clearly understood that this registration is compulsory in addition to, and without regard for, any previous registration—such as registration with the Postmaster.

Turn to Page 2, Sixth Column

LATEST
See Back Page For Further Late News

EVACUEES FROM EUROPE SAIL

SPECIAL TO THE "TELEGRAPH"
GALWAY, July 7 (UP).—The S.S. Washington sailed for New York at 3 p.m. to-day with 1,599 refugees, mostly American, aboard.

CLASSIFIED ADVERTISEMENTS

25 words \$2.50
for 3 days prepaid

WANTED KNOWN.

OWING TO EVACUATION, The Thrift Shop is forced to close. Will patronize gladly call for their things. All goods not taken away by Wednesday, July 10th, at 5 p.m. will be donated to charity.

WANTED TO BUY.

WE PAY HIGH PRICES for all gold and silver articles, diamonds, jade and jewels. Apply China Gold Refining Co. Room 6, Pedder Building, 2nd floor.

FOR SALE.

"HONGKONG AS REVEALED BY THE CAMERA" Second Edition. Over 60 excellent views of the Colony. Price \$1.50. Obtainable at Kelly & Walsh, Ltd., Hongkong Travel Bureau or from the Publishers, China Morning Post, Ltd., Wyndham Street.

Exchange At A Glance

SELLING	
T.T. London	1/2 1/4
Demand London	1/2 3/4
T.T. Shanghai	3/5
T.T. Singapore	2/3 1/4
T.T. Japan	98
T.T. India	82 1/2
T.T. U.S.A.	23 1/2
T.T. Manila	40 1/4
T.T. Batavia	40 1/4
T.T. Bangkok	40 1/4
T.T. Saigon	108
T.T. France	Nom.
T.T. Switzerland	100
T.T. Australia	1/6 1/4

BUYING	
4 m/s L/C London	1/3 1/4
4 m/s D/P London	1/3 1/4
4 m/s L/C U.S.A.	24 1/4
4 m/s France	Nom.
30 d/s India	84 1/4
U.S. Cross rate in London	4.02 1/2
U.S. Cross rate in N.Y.	3.77

TRANSPORT SALVAGED

New Phase Of Dunkirk Epic Revealed

LONDON, July 7 (Reuter).—Hundreds of motor vehicles, brought back for repairs from France before the evacuation of the B.E.F., have been put back into service again with the various Home Commands. These vehicles were saved from falling into the hands of the enemy because the repair scheme organised by the Ministry of Supply, instead of (as in the last war) of having these vehicles repaired behind the lines in France, called for all but the most hopelessly damaged, to be brought back to England. The vehicles include motor-cycles, motor cars and lorries, some of which are worth £1,500 each.

Matelos To Decide

Whether Or Not To Fight With Britain

SPECIAL TO THE "TELEGRAPH" ALEXANDRIA, July 7 (UP).—The fate of the French warships in Alexandria harbour rests with the outcome of a plebiscite which will be held among the sailors aboard. They will be asked to vote whether or not they wish to fight as Britain's ally or to return to France.

Fraternising
The plebiscite is not yet complete but a ship arrived in harbour on Friday to transport France all those wishing to return to their homeland. French sailors fraternise with the British on shore leave. The French newspaper "Journal d'Egypte" says: "The free Frenchmen aboard the ships have been spared the humiliation of seeing the French Navy flying the swastika and thus exhibiting at sea France's enslavement to Germany."

Handbag With \$1,000 Snatched

While Mrs. Benito Moras, care of the American Consulate, was walking along Queen's Road, near the Central Market, on Saturday, her handbag was snatched by Wong Sai, 20, unemployed, which contained 500 pesos (\$1,000).

Before Mr. H. G. Sheldon K.C. at the Central Magistracy this morning, Wong was given four months' hard labour. Det. Sgt. J. R. Sykes said Mrs. Moras had evacuated from the Colony, Wong snatched her bag, and after a long chase by Police Inspector (R288) Nur Kahn, he was arrested. The bag was recovered.

NEW ADVERTISEMENTS.

NAVY CONTRACTS

Tenders are invited for the supply of the undermentioned articles for H.M. Naval Service at Hong Kong:—

Socks, Blue, Thin, Worsted—1,000 Pns.
Stockings, Blue, Cashmere—1,000 Pns.

Forms of tender and particulars of the articles required can be obtained from the Superintendent, H.M. Victualling Yard, Kowloon. Tenders will be accepted until noon on Tuesday, 10th July. The right to reject the lowest or any tender is reserved.

CONSULADO DE PORTUGAL AVISO

Por este eao avisados os cidadãos portugueses de que ja se encontram feitos os necessarios arranjos para a evacuação das mulheres e crianças SO NO CASO DE SER ELA OBRIGATORIA.

Devem, portanto, os referidos cidadãos apresentar-se neste Consulado munidos das suas Cédulas, o mais tardar ate as 12 horas do dia 11 do corrente mes (Quinta-feira) afim-do serem feitas a tempo as respectivas listas. Consulado de Portugal em Hong Kong, 8 de Julho de 1940.

F. P. de VASCONCELOS SOARES, Chanceler, Encarregado da Gerencia.

CONSULADO DE PORTUGAL NOTICE

It is hereby notified that in the event of compulsory evacuation of Portuguese women and children from this Colony, arrangements have been made for such evacuation by this Consulate.

Citizens holding inscription cards (Cédulas) are requested to attend at this Consulate not later than noon on Thursday, 11th instant, for the purpose of registration.

F. P. de VASCONCELOS SOARES, Acting Consul for Portugal, Hong Kong, 8th July, 1940.

MALTA'S TRAVAIL

Constantly Raided During Week-End

MALTA, July 8 (Reuter).—Three enemy aircraft were brought down within 12 hours over the week-end.

Two out of a total of four raiders were brought down in the sea on Saturday night when bombs were dropped and the aerodrome machine-gunned, though no damage was done.

One soldier was wounded and there were four minor civilian casualties in Saturday's raid. No military objectives being damaged.

Several Casualties

Four alarms were sounded on Sunday. Two formations of five enemy aircraft dropped several bombs at 9.15. No military objective was damaged, but two soldiers were killed and six wounded, while nine civilians, including women and children were killed and one wounded. Several houses were destroyed.

One enemy plane was shot down into the sea by a British fighter.

Mexico City Upheaval

Many Casualties In Election Clashes

MEXICO CITY, July 7 (Reuter).—The death toll resulting from clashes in Mexico City during yesterday's presidential election is reliably reported to amount to 30, besides over a dozen other persons who are said to have been killed in outside States of the republic.

Two Americans were killed. The total injured throughout the country is estimated at least 75. The military and police are guarding every street corner in Mexico City which is still in a condition of serious upheaval.

The headquarters of the National Revolutionary Party claim that their candidate, General Camacho has carried 22 out of 29 States.

CHINA HONOURS WAR DEAD

CHUNGKING, July 8 (Reuter).—Meetings in honour of the war dead were held throughout China to mark the third anniversary of the beginning of the war with Japan. The day, which is called "National Resistance Day," has been declared a national holiday.

LETTERS

Tribute to Major Manners

To The Editor, "The Hongkong Telegraph." Sir, I deeply regret to see a report that was Assembly Controller in the Evacuation Organisation. The mistake must have occurred when I was found by a newspaper representative sitting in Major Manners' chair when his main work of the day was over and he had gone over to the Ships to see that his organisation was working smoothly. The Assembly Controller was Major Manners and he it is who recruited the large and efficient staff, organised most of the system, arranged transport and was the prime mover under the Director of Evacuation in all that was done since the inception of the scheme to make it successful. I believe I am correct in saying that not one of us who assisted him sought any public recognition but since my name was mentioned I hope this brief note will be sufficient to indicate to your readers in its true perspective the tribute due to Major Manners. E. Cock.

The Evacuee Broadcast

Sir, Yesterday afternoon most of our listeners in the Colony probably heard the "Running Commentary" being broadcasted from Manila, the subject of the Commentary was "Hongkong Evacuees arrive at Manila." I do not know who was responsible for this broadcast, whether it was the work of "Hams" or the K.Z.R.M. station, in any case I think that a vote of thanks should be accorded to the responsible persons, publicly, through your newspapers. After all, who, but the loved ones of those left behind, can truly appreciate being able to hear a wife, daughter or son speaking from so many miles away and to know that they are safe, especially under the present circumstances. Now, since the people of Manila have done their part, fully well, in satisfying the "un-evacuated" in Hongkong, I think that it is up to Hongkong to do the same. Can, or will, some persons in the Colony approach Z.B.W. with a view to putting "the un-evacuated" on the air. As we do not know how long our loved ones will be at Manila, I feel sure that station K.Z.R.M. would be only too pleased to co-operate with Z.B.W. on such a subject, say between the hours of six and seven o'clock on the evening of Tuesday. Those people intending to go "on the air" could go to the Z.B.W. studio, and there speak a few words into the "micro" let the evacuees know that we are still thinking of them "un-evacuated" men, would you not like to speak to your family in Manila, "from the air"? This will want some support, so what about it. UNEVACUATED.

Answer To Correspondent

Gunsman: Owing to evacuation and consequent shortage of staff we regret that it is impossible to accept manuscript that has not been typewritten.—Ed.

THE WAR FUND

Further Staff Donations

ROYAL SCOTS SUBSCRIBE

Further donations received on Saturday for the War Fund inaugurated by the S. C. M. Post, Ltd., brought the totals up to \$1,254,143.39 and £2,828.15.6d.

Following are the latest subscriptions received:

Jardine's Shipping and Friends	10 3/4
Mr. G. M. ...	5
Mr. Walter J. Brown	7
Mr. P. de Barros	5
Mr. C. M. ...	1
Mr. Leung Siu Him	1
Mr. Wong Man Kwong	1
Mr. P. M. ...	1
Mr. A. J. de Pina	1
Mr. Ho Kai	1
Mr. P. K. ...	1
Mr. J. C. de Souza	1
Mr. F. A. ...	1
Mr. M. L. de Rosa	1
Consumers' Records Section	1.10
Consumers' A/c (per Mr. Wong Man-kwong)	3.80
Mr. G. A. ...	1
Mr. M. G. ...	1
Mr. Chung Leung Chuen	1
Mr. Kwong Pak	1
Mr. Sui Shiu-nin	1
Yamat Cash Office (per Mr. Yamat Wong)	2.10
Kowloon Tong Cash Office (per Mr. Yamat Wong)	1
Mr. M. G. ...	1
Mr. M. G. ...	1
Timekeeper's Section	4
Consulate Section	2
Mr. O. P. ...	2
Warrant Officers and Sergeants of the 2nd Bn. The Royal Scots	544.50
Mr. A. ...	1
Mr. A. ...	1
Girls of St. Theresa's Girls' School (First Collection)	14
Capt. K. ...	100
Mr. M. W. ...	100
Mr. W. W. ...	100
Mr. W. W. ...	100
Some More Members of the Sports Club	21
Polish Association in Hong Kong	32.5
Mr. G. H. ...	3
Dr. L. ...	1
Y.M.C.A. Women's Section (First and second collections)	12.50
J. C. & W. J. Saunders	20
Mr. & Mrs. H. B. ...	\$400 and \$700.00

WAR EFFORT COMMITTEE

Owing to the evacuation scheme, the second meeting of the Hong Kong War Effort Committee fixed for Monday last was postponed until Wednesday, July 10, at 6.30 p.m. in the Peninsula Hotel.

A general meeting of representatives of all Associations, Societies, etc. on the Hong Kong War Effort Committee will be held in the Jacobson Room of the Hongkong Hotel to-day, July 8, at 6 p.m.

A small fire broke out at the residence of Mr. L. B. Purvis, 42 Rutledge Building, yesterday. The fire, which caused only slight damage, was extinguished by the inmates of the building.

FRANCE'S TRAITORS

Stories Of Grim Work Told By Americans

BILBAO, July 7 (Reuter).—Details of the grim work of the Fifth Column in France were given to-day by Americans who have just reached Bilbao from France.

During the bombing of Bordeaux and Le Havre, they said, traitors sent up flares all around the places to be bombed. Radio contact was one of the greatest weapons used by the Fifth Column. So well-organised was this particular aspect of the war from within that the Germans were able to announce by loudspeakers across No Man's Land the names and numbers of resistance coming up to relieve the French three days before the French themselves knew this information.

Amazing Organisation. No less than 20 illicit radio transmitters were discovered in France following an intensive search after these announcements were made across the northern battlefield.

When the French were abandoning towns and war factories in the face of the German advance, spies posing as officials telephoned the mayors of unaffected towns giving orders of immediate evacuation of the towns because the Germans were advancing. In one case, this led to the abandonment of a French war factory, containing 100 completed armoured cars, several days before the Nazis arrived. The French Government was so disorganised that it added confusion by commanding that all official orders must be double-checked. Spies reinforced mad, ingenious ways but the greatest number got through in the guise of refugees.

Says Police Officer Is Prejudiced

European's Complaint In Dog Summons

H. Cooke of Waterloo Road was summoned before Mr. Q. A. A. Macfadyen at the Kowloon Magistracy to-day for allowing his dog to go into Waterloo Road without having a muzzle or lead at 6.20 p.m., on June 14.

Sgt. Alexander said Cooke's dog bit a coolie who was passing Waterloo Road.

Having previously indicated his wish to plead not guilty, Cooke explained that on the evening in question his wife was out with some puppies and the dog, the coolie mentioned made a dash to get hold of one of the pups and the dog bit him.

Sgt. Alexander said that Cooke had brought up the same excuse in another case involving the same dog recently.

Prejudice Denied

Cooke admitted that he had been summoned about a fortnight ago and subsequently remarked that he thought Sgt. Alexander seemed prejudiced towards him.

Refuting the suggestion, Sgt. Alexander pointed out that it was not he who had summoned Cooke, and he had no personal interest in the case. Cooke had been summoned for a similar offence before the Court.

Fung Chuen-fat, the coolie concerned, said he had not yet recovered from the bite. He denied that he had interfered with the dog, the muzzle of which, he said was too big for it. He had had to engage a doctor for treatment.

Cooke said he could call evidence to substantiate his explanation, but not at the present moment. Asked by Mr. Macfadyen if he wished to call the witness, Cooke replied in the negative.

Cooke was cautioned and ordered to pay \$5 amends to Fung.

BURMA ROAD PROTEST

Further Delay In British Reply

SPECIAL TO THE "TELEGRAPH" TOKYO, July 8 (Domel).—The British Ambassador, Sir Robert Craigie, notified the Foreign Office on Saturday that Britain's reply to Japan's representations regarding Burma and Hongkong has again been delayed.

The delay is due to the fact that Britain is consulting the Dominions regarding the Japanese demands. Optimism regarding Britain's reply is not permitted in informed quarters in Tokyo.

Stowaway Charge Against Seaman

Fred William Wessenduh, 27, of San Francisco, was charged before Mr. E. Himmaworth at the Kowloon Magistracy to-day with entering Hongkong without a valid passport, and with being a stowaway.

It was said that defendant was a member of a President liner which was lying at Manila and it appears that he had boarded the wrong steamer with the result that he found himself in Hongkong on Saturday. Wessenduh was remanded for 24 hours after which he was sent back to the President liner. An exclusion order was also made against him.

ROUGH WEATHER SEASICKNESS

FROM PAGE ONE

vice eight years ago, was called for naval duty and was away at sea. Because of her husband's absence, Mrs. Bowden, who lived in Kowloon, was notified of the evacuation only 12 hours before sailing time. She left with her small daughter Joy, without seeing her husband. "I walked out of my house and left everything," she declared. "We lived there 8 years and all my things had to be left behind—even my new car in front of the house."

Another navy family, Mrs. P. M. Seals and her seven children, most of them grown, were mainly concerned about keeping together. "We're so many," they explained, "that when they assign us to quarters, we may not all be together." However, the whole family is still intact, out at Fort McKinley, where several hundred evacuees are being housed.

"I Want My Daddy"

One Scottish lady, Mrs. D. Mackay, smiled cheerfully as she went around for her suitcase, although she had two little sons in tow, and another little girl, who was weeping. "I want my Daddy," they dilly dilly said to a steady wail. Their daddy is with the Seaford Highlanders.

An attractive arrival was Mrs. Elizabeth Weedon, wife of Captain Weedon, R.A., who is the houseguest of Miss Betty Herdridge. Two young and attractive officers, wives sat side by side holding their 6-week-old babies—waiting for the bus to take them to the train bound for Baguio, where most of the officers' families are being accommodated. The mothers sat chatting about their clothes, their boys, and Gillian, the girl.

Many of the mothers admitted their youngsters were rather enjoying the experience, especially being served the same kind of food as the grownups—roast beef and corned beef.

Many Discomforts

No complaints were heard, although the evacuees were exposed to many discomforts on the ship and went through typhoon weather. The one-time beautiful luxury liner has been turned into a troop ship, its saloons and cabins stripped of all luxuries. The evacuees were crowded into the cabin, as many as 14 in one room, while others occupied cots in the dining room and saloons. Almost everyone had a bad case of seasickness and many were unable to leave their bunks throughout the trip. The evacuees commended the service rendered by the members of the crew, who did their best to make the passengers as comfortable as possible, keeping plenty of ice water around and serving plenty of food at regular hours.

Clutching Their Toys

Most of the children came ashore clutching the favourite toys they had grabbed up in the hurried embarkation. Many of the little girls had dolls while other children carried teddy bears, monkeys, rag dolls, and even strings of coloured wooden beads. Several of the tiny tots amused themselves with discarded flashlight bulbs used by the news photographers.

The children included many babies in arms and some of the women claimed that two babies had been born during the trip. The ship's doctor, however, denied this, although several hospital cases were taken off the boat on stretchers.

First of the evacuees to leave the pier were those bound for Baguio, who were accompanied on the special train by Mrs. C. G. Agnew, Miss Betty Hair, and four Red Cross nurses. The crowd, numbering about 400, is being accommodated at various hotels, in private homes and at the cottages at Miramonte. Those assigned to Fort McKinley were taken out to the army post in huge quarter-master trucks.

New Houses Secured

A new group of houses secured by the Red Cross for the accommodation of evacuees to come on later ships is the collection of newly-completed cottages comprising Barrio Obispo (the Dillman estate) in Quezon City. Mrs. Lawrence S. Churchill and a group of Nichols Field women are in charge of the Sulphur Spring Red Cross canteen at San Francisco del Monte, where 150 persons may be accommodated.

The first to leave the vessel yesterday was Mrs. J. Wentworth Reeve, wife of Brig. Gen. J. W. Reeve, commander of the Infantry Brigade in Hongkong. She was accompanied by her daughter Joanna, whose main concern was not to get separated from her mother.

Speaking about the British city they had just left Mrs. Reeve said that there was no panic nor any signs of war scare in Hongkong. Everything was quiet and peaceful. Mrs. Reeve, who was taken to Baguio along with the wives of other army, royal navy and air force officers, looked forward to a pleasant stay in Baguio, which she has heard is a "beautiful place."

Two Indian constables who were on duty at Castle Peak Road saw the internee and stopped him, and kept him in custody. It is believed that the man's helpful pyjamas gave him away.

There were twins aboard, Pamela and Winifred Himmors, 15 years old, who arrived with their mother and an elder sister, Joan, and their brother Len. The girls were eager to see Baguio.

Mrs. M. Foley, whose husband is an army officer, declared that she had to make up less than 30 hours. Like all the rest she was not given sufficient time in which to bring over all her things.

Staff Sergeant Hill, R.A. had his wrist watch stolen while he was at Stanley bathing beach yesterday.

AIR MAIL PLANS

C.N.A.C. To Carry Mail For London, Australia

Air mail to England and Australia will be carried by C.N.A.C. planes until Imperial Airways resume service. The first machine left for Rangoon on Sunday with a heavy load of Hongkong mail.

"We plan to maintain a weekly service," said the Post Master General (Mr. Forrest) to-day. "It is not intended at present to vary air mail charges."

Imperial Airways announced on Friday afternoon that the Hongkong-Bangkok shuttle-line which normally connects with the main-line flying-boat service between England and Australia was temporarily withdrawn owing to regulations prohibiting British ships or planes from approaching Indo-China.

Via Chungking

Arrangements were completed on Saturday to send the mail by C.N.A.C. machines, via Chungking. To make it possible for Hongkong mail to connect with the main-line Imperial service at Rangoon, the regular C.N.A.C. Monday flight was brought forward one day.

The Post Office is not yet certain of schedules, which will be announced later in the week. Readjustment both of Hongkong-Chungking and Chungking-Rangoon routes may be necessary to make the best connections.

The new service will carry all public mail. Only diplomatic and secret mail will be carried by the alternative route—sea to Singapore, air to Durban, sea to England.

Disembarkation Scenes

FROM PAGE ONE

The Kiddies Talk

Four-year-old John Farr, son of Dr. and Mrs. F. J. Farr, said: "My daddy is a doctor. I hope he comes to Manila before the Germans come." Another small boy said he didn't want to leave Hongkong, but "the Governor just said I had to go!"

An exasperated woman with a baby asked a U.S. Army photographer not to take her photograph; "If you only knew how we feel," she said feelingly.

The evacuees joyfully greeted the clean beds and tasty enormous dinners at Fort McKinley after they had landed.

"Like Cattle"

One lady said: "I've no idea what we have been through. We were down in the steerage where there were no portholes and we were crowded and herded together like cattle. It was ghastly—like going from a palace to a pigsty. But I suppose it could have been worse." The U.S. Army has organised the Hongkong Boy Scouts who evacuated into a detachment and they have been given the task of supervising baggage transportation.

LATEST ORDERS FOR EVACUATION

FROM PAGE ONE

General under the evacuation scheme, or registration for evacuation with the Hongkong Volunteer Defence Corps.

Exempts To Register

Registration is also compulsory for those who have been granted exemption from evacuation, whether temporary or permanent, on any grounds, and also for those who have made private arrangements to leave the Colony in the future. British subjects who, after registration, wish to leave the Colony under their own arrangements, may do so but must notify the Registration Office of their departure within 48 hours of their leaving the Colony. It is important the persons who register under this order should bring their passports or other travel documents with them to the Registration Office so that full particulars of these documents may be recorded.

INTERNEE TRIES TO ESCAPE

An internee of the Argyle Street Soldiers Camp made an unsuccessful bid for freedom last night at 10 o'clock. The man, Ho Tung-kai was at the Lanchuk Hospital and he was reported to have gained the street climbing through a verandah.

Two Indian constables who were on duty at Castle Peak Road saw the internee and stopped him, and kept him in custody. It is believed that the man's helpful pyjamas gave him away.

KIDNAPPING IS ALLEGED

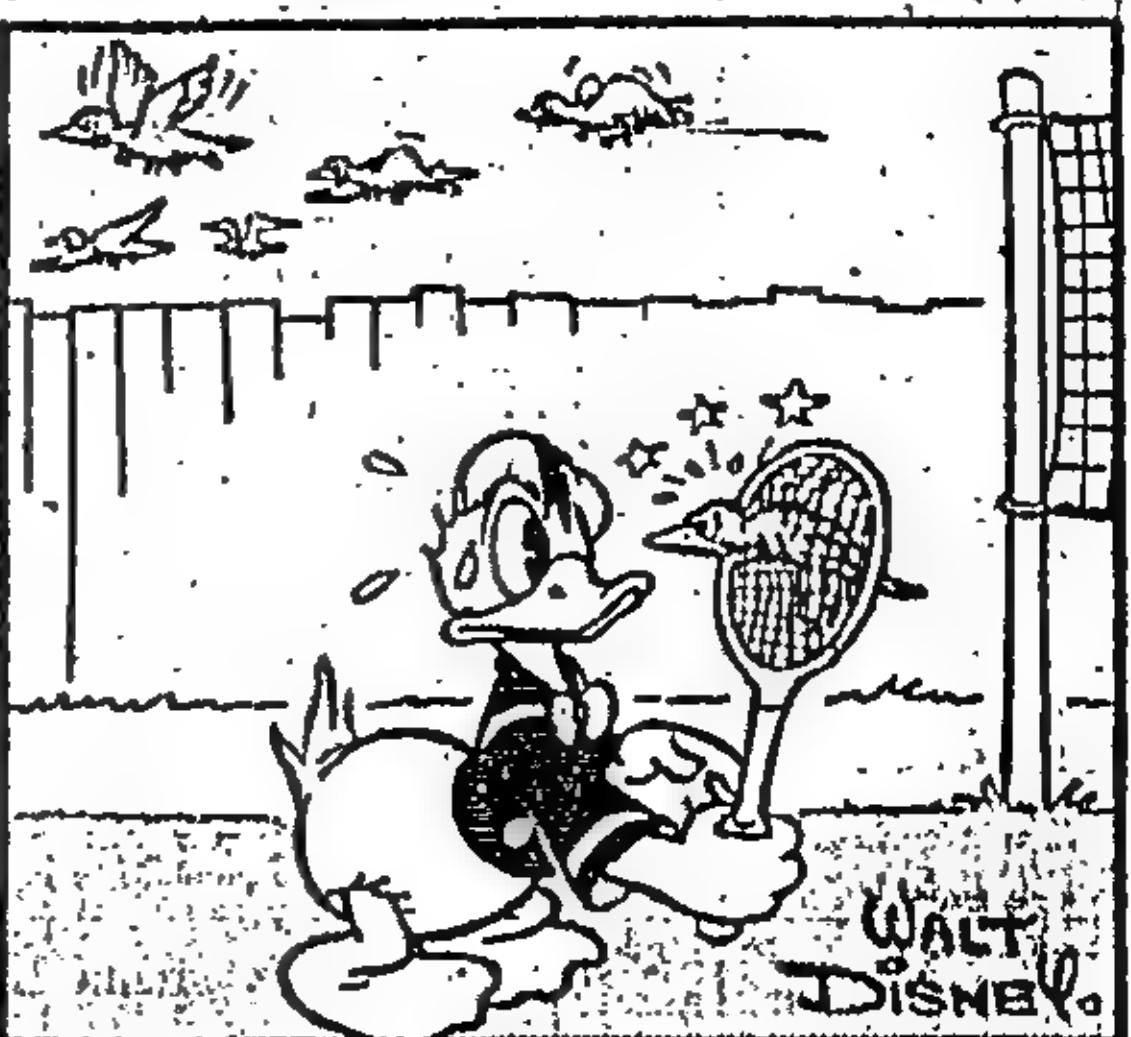
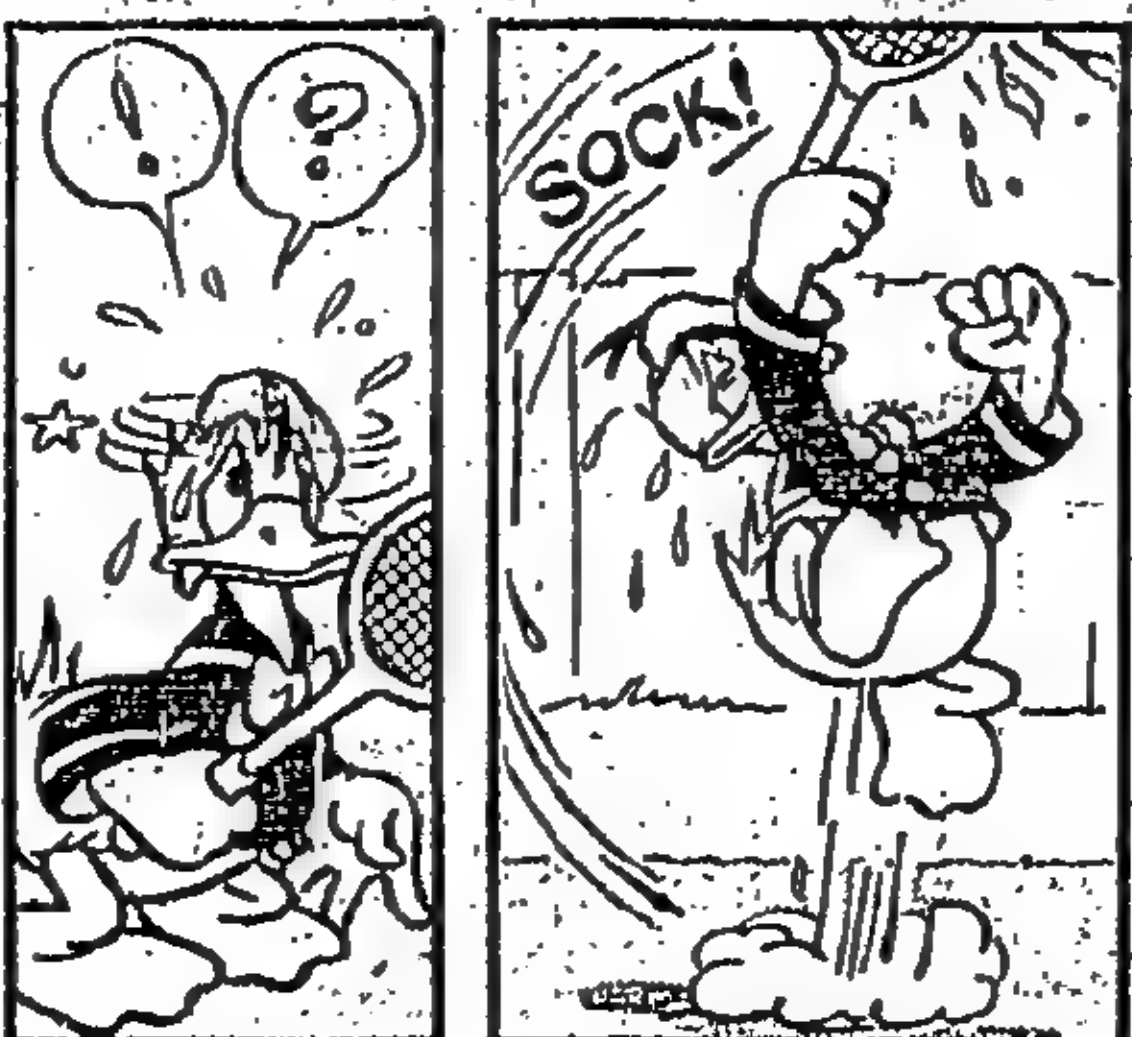
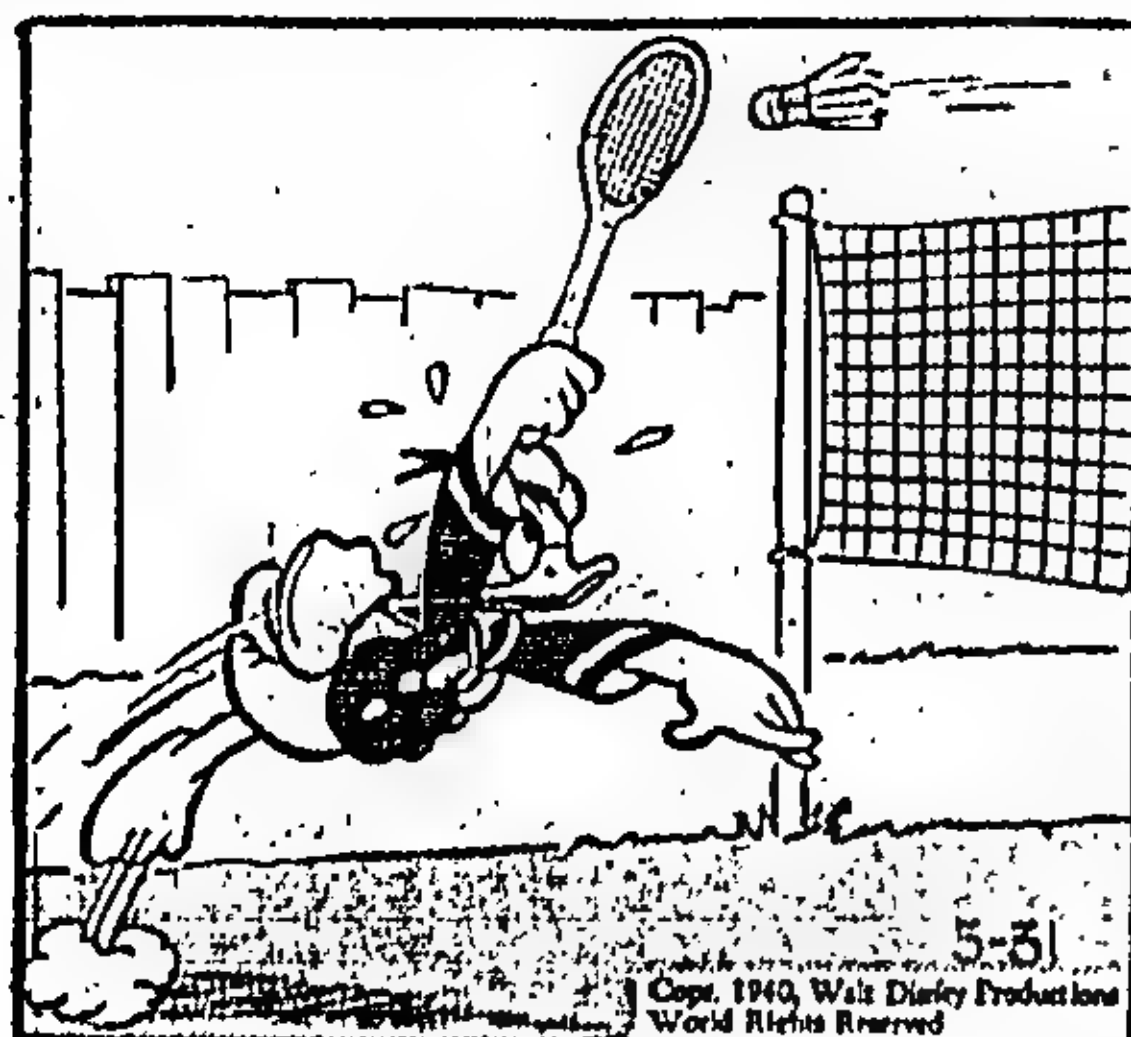
Charged with kidnapping Chan King-ho, 12-years-old girl, from her home in Wanchai Road on April 17, Cheung Tuk, 22, actor and ex-police-man in Canton, and Cheung Poi, 23, unemployed, were remanded for 48 hours by Mr. H. G. Sheldon K.C. at the Central Magistracy this morning. Detective-Inspector W. N. Darkin is prosecuting.

MARTINIQUE NOW QUIET

SPECIAL TO THE "TELEGRAPH" MIAMI, Fla., July 7 (UP).—Travelers from the Caribbean area say the Martinique area is calm except for a large number of British war vessels which are patrolling there.

There is an unconfirmed report that a French cruiser recently departed a half million dollars worth of French gold at Martinique.

DONALD DUCK



By Walt Disney

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JAPANESE PRESS AND THE EVACUATION OF HONGKONG

SPECIAL TO THE "TELEGRAPH"

TOKYO, July 7 (UP).—Quoting well-informed quarters, Japanese newspapers state that the Japanese Foreign Office has issued a statement to Britain saying that "further delays in replying to the Japanese representations regarding the closing of the Burma route will harden the Japanese attitude and that Japan will be compelled to take drastic measures."

Newspapers state that the British Ambassador yesterday telephoned the Foreign Office to inform the Foreign Minister that the British reply will be again delayed—this being the second such notification in a week.

Newspapers express the view that the evacuation of Hongkong and the "further fortification of the Crown Colony is regrettable."

"Trans-Ocean" Version

SHANGHAI, July 5 (UP).—According to a Trans-Ocean (German) report from Hainking, the Japanese Naval Attaché, Vice Admiral Kono, has issued a statement saying that "the slightest provocation by the British in the Pacific will be answered by action by the Japanese fleet."

War In The Desert

Patrols Cut Italian Water Line

CAIRO, July 7 (Reuters).—A British war communique states that in the western desert our patrols again penetrated the enemy front, cutting the water pipe-line from Bardia to Capuzzo.

Further particulars of enemy casualties at Kassala on July 4 are eight light tanks, two aircraft and 300 men.

Big War Booty

CAIRO, July 7 (Reuters).—The considerable amount of Italian war material captured by the British during recent engagements was seen by "Reuters" special correspondent during a tour somewhere in the Egyptian desert.

It included over 60 brand new anti-aircraft and anti-tank guns captured in Cradeds, 4,000,000 rounds of ammunition as well as binoculars and field telephonic equipment. A considerable number of tanks also fell into British hands in Libyan territory some 200 miles west of Mersa Matruh.

The Arch-Criminals In Conference

Italo-Nazi Plan For Attack On Britain

BASLE, July 7 (Reuters).—According to the Rome correspondent of the "Basler Nachrichten," an offensive against England was discussed at the meeting of Count Ciano and Hitler in Berlin to-day.

The correspondent adds that Ireland is naturally the first act in the attack against England and this point was discussed.

Other matters dealt with, according to this correspondent, included "common regulation of future continental relations and policies."

"Complete Agreement"

LONDON, July 7 (Reuters).—A message from Berlin to Rome states that the Hitler-Count Ciano talk has revealed that there is "complete agreement" both as regards the continuation and development of the war and as to the construction of a new Europe.

The message adds that Count Ciano will visit the western battle-field.

Ciano Leaves Berlin

LONDON, July 7 (Reuters).—Count Ciano left Berlin this evening to visit the German-occupied territories in

The Oran Affair

FRENCH VERSION REFUTED

Misrepresentation Of The Facts

LONDON, July 7 (Reuters).—It is pointed out in London that Mr. Winston Churchill (Prime Minister) and Mr. A. V. Alexander (First Lord of the Admiralty) have already refuted M. Prouvost's refutation of the lie that the French Admiral at Oran was presented with a "brutal ultimatum" and his complaint that the British Government did not "enter contact" with the Petain Government.

As Mr. Churchill said, in his speech on July 4, the French Fleet was offered an opportunity of going to the French West Indies.

Studiously Ignored

This fact has been studiously ignored by the Petain Government, which has represented the only alternatives as being between "surrender or scuttle."

It is equally incorrect to suggest that the British Government did not get in touch with the Petain Government.

Mr. Alexander said that he himself went to Bordeaux, where he had interviews with M. Lebrun, Marshal Petain, M. Baudouin and Admiral Darlan.

After the armistice terms became known, Mr. Alexander and Admiral of the Fleet Sir Dudley Pound addressed fresh personal appeals to Admiral Darlan.

"With profound regret," added Mr. Alexander, "we had to admit that those appeals were without result."

Bordeaux And Oran Battle

VICHY, July 7 (Reuters).—"To the epic of Dunkirk, Mr. Winston Churchill has replied by assassinating the Dunkerque," said the French High Commissioner for Information, M. Prouvost, in a broadcast.

The broadcast was made in reply to Mr. Churchill's speech on the action taken by the British Fleet at Oran.

M. Prouvost reproached the British Government with having "presented a brutal ultimatum instead of having entered contact with the Petain Government."

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H.K.T.

12.15 p.m. Short service of intercession.

1.0 Local Time Signal and Weather Report.

1.01 Ambrose and His Orchestra.

1.02 Reginald Dixon (Organ).

1.03 Reuter and Rugby Press.

1.04 Weather Forecast and Announcements.

1.05 Killy Masters and Roy Fox's Orchestra.

2.15 p.m. Close down.

6.0 Lalo—Symphonie Espagnole for Violin and Orchestra.

6.01 Played by Bronislav Huberman (Violin) and the Vienna Philharmonic Orchestra.

6.02 Cecilia Superville (Soprano).

6.03 Some Popular Spanish Songs (De Falla).

6.04 Closing local stock quotations.

6.05 Moldau (From "My Country")—Smetana.

6.06 Played by the Czech Philharmonic Orch. cond. by Kubelik.

6.07 Webster Booth (Tenor).

6.08 I sit Here (Sanderson); Love Passes by (Schertling); Romance (Feyer).

6.09 Musical Comedy Selections.

7.30 London Relay—The News.

8.0 Local Time Signal, Weather Report and Announcements.

8.01 This Week's Programmes.

8.02 Some French Songs.

8.25 p.m. Dance Music.

9.0 London Relay—The News and Topical Talks.

9.45 New Light Symphony Orchestra.

9.46 Turkey in the Straw (Quinn); Melody in F; Romance in E Flat (Rubinstein); Spring Song (Mendelssohn); Narcissus (Nevin).

10.0 Richard Tauber and Grace Moore.

10.15 A Variety Programme.

11.0 Close down.

Northern Ireland's Position

Neutrality Said Unthinkable

LONDON, July 7 (Reuters).—Attention is focussed on Ireland's position during the present anxious moments by the visit of Lord Craigavon to-day to London, where he has had "wholly satisfactory" talks with Mr. Winston Churchill and other Ministers.

The Ulster Finance Minister, Mr. Andrews, in the course of a speech at Belfast, declared that if Northern Ireland abandoned partition and joined Eire on Mr. de Valera's terms, she would become neutral instead of being actively engaged as now in the fight against Germany.

He added that such neutrality was unthinkable.

NO LOSSES SUSTAINED

LONDON, July 7 (Reuters).—An Admiralty communique states: "The official Admiralty communique announcing the second action by Fleet Air Arm aircraft against the French battle-cruiser Dunkerque at Oran on July 6, it was stated that two of our aircraft failed to return. "Further reports now establish that none of our aircraft is missing as the result of this engagement. "There were no casualties to personnel."

Election Riots: Ten Dead

MEXICO CITY, July 7 (Reuters).—In clashes during the presidential election polling, ten persons were killed and 32 injured.

BRITAIN BUILDING UP AIR MIGHT

LONDON, July 7 (Reuters).—Lord Beaverbrook, Minister for Aircraft Production, has issued a statement that aircraft production during June was more than double the number produced in June last year.

We also produced more than double the number of engines, thus increasing the surplus stock.

American aircraft arriving here represent a considerable contribution to our air fleet, and if the seas remain as free to us as they are at present, American shipments will soon give an additional output in every month of real value to us.

More U.S. Materials.
The total value of aircraft orders placed in the United States exceeds \$1,000,000,000.

We also bought over \$50,000,000 worth of aircraft and parts in Canada, from where deliveries of certain types have come forward in increasing quantities.

Lord Beaverbrook said: "These are hard facts. Books of account tell the record. There is much to do before we can be satisfied with our achievements in production."

DEMAND FULL INDEPENDENCE

NEW DELHI, July 7 (Reuters).—The Working Committee of Congress have adopted a resolution demanding a British declaration giving India complete independence, and as a first step, that Britain shall constitute a Provisional National Government. The resolution declares that if these measures are adopted, Congress will be able to throw its full weight into the effort for effective organisation of the country's defence.

PETAINE'S NEW ORDER

VICHY, July 7 (Reuters).—The Petain Government is reported to have forbidden British warships and planes to come within 20 miles of the French coast, according to usually well-informed unofficial quarters, states "Havas."

It is added that vessels and planes entering the banned zone are liable to attack.

HARASSING THE NAZIS

Toll Of Shipping In Norwegian Waters

LONDON, July 7 (Reuters).—An Admiralty communique states:

"Our submarines continue to harass and inflict serious losses upon German sea communications with Norway."

Convoy Attacked

"The submarine Snapper sighted a convoy of supply ships, escorted by an armed trawler and aircraft. The Snapper attacked and hit two ships with torpedoes."

"The remnants of the convoy scattered and made, in disorder, for the shelter of a fjord."

"Later the Snapper sighted a large convoy escorted by armed trawlers and aircraft. A successful attack was carried out and three ships were hit with torpedoes."

"UNCLE EDDIE" EVACUATED

"Uncle Eddie" (who was really an Auntie) was one of the ladies who had to evacuate Hongkong last week. Which explains to the many children who have written letters about the absence of the Children's Corner in Saturday's issue why their usual weekly competition didn't appear.

The "Telegraph" hopes to have another Auntie to conduct the Children's Column this week. Last week's prize winners will then be announced and a new competition published.

Crossword Puzzle

By LAURE MORRIS

ANSWER TO PREVIOUS PUZZLE

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26
27	28	29	30	31	32	33	34	35	36	37	38	39
40	41	42	43	44	45	46	47	48	49	50	51	52
53	54	55	56	57	58	59	60	61	62	63	64	65
66	67	68	69	70	71	72	73	74	75	76	77	78
79	80	81	82	83	84	85	86	87	88	89	90	91
92	93	94	95	96	97	98	99	100	101	102	103	104

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26
27	28	29	30	31	32	33	34	35	36	37	38	39
40	41	42	43	44	45	46	47	48	49	50	51	52
53	54	55	56	57	58	59	60	61	62	63	64	65
66	67	68	69	70	71	72	73	74	75	76	77	78
79	80	81	82	83	84	85	86	87	88	89	90	91
92	93	94	95	96	97	98	99	100	101	102	103	104

DICING WITH DEATH

(Continued from Page 4.)

view the actual operation of minesweeping can be described as a rather blood-curdling boredom.

Up and down the channel we went with the wailing gulls for company. The cook staggered round at intervals with mugs of scalding hot sweet tea the colour of mahogany. He shared his galley with a small dog of uncertain lineage. Every now and again he picked it up and extracted a match-stalk or a cinder from its mouth much as a mother extracts objects not meant to be eaten from an infant's gums.

"It is to be a terrible one for match-stalks" observed the cook, eyeing his companion with proud solicitude. When we came to the end of our bent the Lieutenant jerked the siren lanyard and our consort slowed down, eased her helm over and round we came. She kept perfect station on us all day. We towed a magnetic sweep between us, and what kind of a mess it would have got into if she hadn't, I tremble to think. Yet there was no signalling except a tool of the siren at the turn.

"Signals!" ejaculated the skipper. "Signals! w! flags and that! What does a man want w! flags when he has a siren to give a bit of w!?" It is indeed the customary mode of communication amongst fishing trawlers and it is astonishing what a subtle range of significances can be conveyed by the strength of the jerk on the lanyard.

We passed the day yarning. The deckhands stood huddled on the lee-side of the upper deck smoking and watching the sea. From Stornoway Peterhead they came. Hortlepool, Shields and Lowestoft. They had no illusions concerning their job. They had seen a sister trawler strike a mine the previous week. There was one survivor of the rest and the little ship not a trace remained. Yet they were undismayed; soft-spoken, gentle-mannered, just carrying on with their job.

We reached the area where the siren-alarm had been her-doom. There might be another mine there. The sweep might pass over it. On the other hand it might be our ship's bottom instead. Either would do. In that event a man standing on the upper deck had perhaps a chance in a million. But down below in the engine room it was certain and instantaneous death. I went to the head of the ladder leading to the engine room and looked down. The two engine men and the two stokers sat on a bench facing the crankshaft. They were naked to the waist and the light reflected from the machinery made play on their shoulder muscles; and they were singing in harmony, singing some old Scottish ballad at the tops of their voices.

I went back to the bridge where the skipper and the Lieutenant were yarning about shoals and ship-wrecks.

The skipper let the names of the East Coast lightships ripple off his tongue, for the security of the very words, as if he were running a rosary through his fingers. The Germans had been bombing them and machine-gunning the crews. That to a seaman is the ultimate achievement of bestiality.

I asked him if he had ever suffered shipwreck.

"Ay," he said "but over for want of a lightship. But I was in a gale off the Gunfleet when I was a lad, and it split the mainsail and we druv down onto the sands."

He pondered over his memories. Between the cap peak and collar little of his face was visible but his eyes and nose. "I mind I had my best suit on board and I put it on, before suit, it was." His eyes wistfully contemplated through the mist of years the sartorial magnificence of that suit.

"But why?" I asked.

"I had a mind to look respectable when my dead body was washed ashore," he answered.

In that moment the mine went up; it is hard to describe in any sequence a confusion of events or impressions that happen almost simultaneously. The trawler lifted as if a giant had kicked her. There was a mountain of white steam, white on the summit and black at the base with a fringe of lambent flame. Not merely one's

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H. A. CAMIDGE, Manager.

Scapa, Base Of Memories

(Continued from Page 4.)

are dotted with little crofts and farmhouses and flying over them by aeroplane one notices the patches of bright green and brown which denote cultivation.

The Orkneys lie in Latitude 59° North, 450 miles north of London, and the spring and summer, with its sun, clear atmosphere, and absence of darkness except for about an hour-and-a-half on each side of midnight, may be wholly delightful. At midsummer the transition period from sunset to sunrise is marked by a luminous glow above the northern horizon. If the sky is unclouded, the sun can easily be seen or photographed taken at the hour of midnight. Even in summer, however, it sometimes blows fiercely for days on end with sheets of driving rain.

It is the winter that is really trying, almost numbing to the senses when the weather is really at its worst.

The night lasts from about three in the afternoon until nine next morning. It is usually bitterly cold, with much snow, sleet, rain and fog. During strong gales from the west and north-west the wind whistles down the bleak hillsides and across the great expanses of land-locked water which is Scapa Flow into a maddened welter which makes boatwork dangerous, if not altogether impossible.

But bleak and unsophisticated Scapa Flow, covering the northern exits from the North Sea, played its unforgettable part in the war of 1914-18 as one of the chief bases of the mightiest fleet the world has ever known. It is now playing the same part in another struggle in which Sea Power is of equal importance in the war effort of the Allies.

heart but the whole structure of the body contracted with terror and relaxed again. There was a roar that filled all space. The trawler shuddered like a living thing repleved from death; as we all were, because the sweep had done its work and the mountain of water collapsed far away astern of us. A dead gull came eddying down like a falling leaf.

The skipper turned from contemplating the upheaval. The little Christmas tree waved its branches black against the broken water.

"Another of the—" he paused and eyed me mischievously. "I forgot ye were a religious man."

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The Hongkong Telegraph

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Doves At Doorn

There are a good many people like Germany's ex-Kaiser. He has been living in a quiet spot in the Netherlands. Now that the Nazis are there, one of his grandsons speaks for him: "So far as Grandpa is concerned, all he desires is to be left in peace on his little Dutch estate."

Though this quaint epilogue to the tragedy of 1914-18 is something of an anti-climax, Wilhelm II's present wish to preserve his own peace is more understandable than some of his earlier impulses. But, of course, it should not be confused with peaceful thinking.

The experience of small nations in Europe, whose chief hope seemed to be that they too would be left in peace, is providing an object lesson for the rest of the world. One of the fallacies of recent decades has been the supposition that as long as a country wasn't too ambitious, it was safe; as long as it didn't want anything, it would be able to keep out of trouble.

Much has been written on the technique through which Holland kept out of the World War. The Dutch simply armed themselves thoroughly for defence of the Netherlands proper, and sustained with whatever grace they could muster the insults and injuries that small neutral trading nations must expect on world highways in wartime.

Americans, and people in other countries, were inclined to read into the Dutch experience in the World War a lesson on how to keep out of all wars: "Mind your own business, promise to make some trouble if anyone actually attacks your own roost, and don't talk back when outside your own backyard." That was the prescription. But now what? And besides, is the desire to keep out of war necessarily synonymous with a desire for genuine peace? The Kaiser has not hitherto been considered much of a pacifist.

The Evacuation

The "Telegraph" has received widely varied opinions concerning the evacuation of women and children from the Colonies. Some expressions of satisfaction, some expressions of disapproval, and some equally responsible observers are strong in their condemnation, especially where it is asserted that British women and children were unnecessarily crowded in native storage quarters. So conflicting are these reports, that it is felt that no good purpose would be served at the present juncture in publishing them. That the facts call for official investigation is evident, and it is to be hoped that conclusions arrived at, should there be an official enquiry, will, in due course, be made available to the public.

Scapa, base of memories

SCAPA Flow is that land-locked sheet of water in the southern part of the Orkney Islands which served as the main base of the Grand Fleet during the war of 1914-18, and is being used again to-day.

It is also the place where the surrendered German Fleet of eleven battleships, five battle-cruisers, eight light cruisers and fifty destroyers was interned in November 1918, and was sunk by its own crews on June 21, 1919.

Many of these ex-German ships have since been salvaged, towed upside-down to a dock-yard, and there converted into scrap metal. The non-ferrous metals, like brass, bronze, and copper, were always valuable for re-smelting. The steel armour-plate could be sold for conversion into cutlery.

It is strange to think that some of the armour actually found its way back to Germany, whence it was re-exported to Britain and all over the world in the form of scissors and safety-razor blades.

THE main anchorage of Scapa Flow is a great expanse of deep water some eleven miles long, east and west, and seven miles wide, north and south. It is bounded on the north by the large island of Pomona, or Mainland; to the east and north-east by the smaller islands of Burray and South Ronaldsay; to the west and south-west by the island of Hoy, which is the highest island in the whole group with hills running up to nearly 1,000 feet.

The south-western part of the Flow is divided into several Sounds, available for destroyers and smaller craft, by the smaller islands of Cava, Risa, Fara and Flotta. There are three entrances, Hoy Sound to the west opening into the Atlantic; Hoxa Sound to the south, leading into the Pentland Firth; and Holm Sound to the east, opening into the North Sea.

The Pentland Firth, that seven-mile stretch of water which separates the Orkney Islands from the north coast of Scotland, has one of the worst reputations in the world. When the tide is at its strongest it rushes through the Firth at seven knots, and the eddies and whirlpools are uncertain and dangerous. Even great battleships, for no apparent reason, have suddenly been swirled through a right-angle or more out of their course. When a strong gale is blowing against the tide it raises a dangerous perpendicular sea which may cause damage to even a full-powered steamship.

During the last war a battleship punching her way westward against a gale had her bridge, boats and other fittings smashed, and many men injured. Some hundreds of tons of water found their way below.

It was on the Pentland Skerries, in the eastern end of the Firth, during a violent gale and a blinding snowstorm in January 1918, that two destroyers crashed on the rocks with the loss of all but one of their crews. The solitary survivor, washed ashore through the boiling surf and clusters of sharp-fanged rock, managed to claw his way to the top of a spray-swept rocky islet, its gullies filled with driven snow. Bruised, cut and bleeding he kept himself alive with snow and lumps taken from the rocks at low water. He was rescued two days later.

ON the west coast of Pomona, near Marwick Head, a granite tower marks another great tragedy of the last war. It is the memorial to that great soldier Lord Kitchener, and the officers and men of the cruiser "Hampshire", who lost their lives when that ship struck a mine and sank off this spot during a heavy gale on June 6, 1916.

Scapa Flow and its neighbourhood is a place of many memories. The well-sheltered anchorage occupies a position of great strategic

importance. Long before the outbreak of war in 1914 it was used by the fleet as a practice and exercising ground. At that time it was undefended; but as soon as hostilities started, it was gradually made secure against attack by hostile submarines. Batteries were erected and the entrance blocked by sinking old ships, or barred by mines and booms. A small floating dock and a number of supply and repair ships were also provided for the maintenance of the Fleet.

When this present war started, Scapa Flow had more or less returned into a state of peaceful tranquillity. It was subjected to enemy air-raids within a few days of hostilities starting, and these still continue spasmodically, though with negligible results. On October 14, 1939, the battleship "Royal Oak" was sunk with heavy loss of life by a U-boat which had penetrated into the Flow. As the First Lord of the Admiralty said in the House of Commons on November 8: "The long and famed immunity which Scapa Flow, with its currents and defences had gained in the last war, had led to a too easy valuation of the dangers which were present."

That position has now been rectified. Scapa Flow is adequately defended and is used by the ships of the Fleet.

Being cut off from the mainland and rather inaccessible, the Orkneys are not much frequented by tourists in time of peace. Hoy, as has been said, is the highest and most conspicuous of all the Orkney islands, dominated as it is by the bold mass of Ward Hill, 1,565 feet above sea level, with other hills of over a thousand feet.

WHAT names some of them enjoy! Ward Hill is understandable, but who christened Cullage, the Knap of Trowiegie, Withi Gill and Sky Pea?

But the Orkneys abound in strange sounding geographical names, most of them of Norse origin. The name of the islands—Flotta, North and South Ronaldsay, Shapinsay, Ronsay, Westray and so forth—usually terminate in "ay" or "ey," which is the Norse "ey," meaning "island." Islets are called "holms," isolated rocks "skerries," and tidal currents "roosts."

The uplands of Hoy are wild and desolate, heather-covered moorland for the most part, with a few stunted trees struggling for existence and leaning well away from the prevailing westerly winds. There are patches of bush and fern, and stony screes on some of the steeper hillsides, with innumerable tiny lochs and tarns, little streams tumbling noisily down some of the slopes, and many patches of boggy ground in the depressions. Snow lies deep in many of the higher gullies until late in the spring.

Even in summer the highlands are lonely and deserted. A shepherd may climb their steep escarpments in search of one of his flock, while in the latter half of August one may sometimes hear the popping of guns amid the heather. Otherwise, few folk visit the hills of Hoy. Shrouded in mist as often as not, uninviting during winter, there are no habitations, no cultivation. The hills are as God made them—softly rounded, sometimes gaunt and rugged; but always unspoiled and lovely in later summer with their mantles of deep purple heather. Their aspect is disturbed by the shriek or rustle of the wind driving in from the open Atlantic, the splashing of rills and little waterfalls, the mournful crying of plover and curlew, with the occasional distinctive call of grouse or snipe.

THE chief claim to beauty of the Orkneys lies in the clearness of the atmosphere, and the coloration of land and sea.

The United Kingdom has few more magnificent sea frontages than the twelve-mile wall of cliff which forms the west coast of Hoy. In places they rise perpendicularly out of the sea to heights of between nine hundred and twelve hundred feet. The tallest seacliffs in Britain, they present a solid buttress to the fury of the westerly and north-westerly gales beating home with all the might of league upon league of the open Atlantic. Dropping sheer to the water's edge, the cliffs are mostly of old sandstone, battered, frosted and weatherbeaten by the process of time, and varying in colour from the brightest terracotta to orange and amber yellow. Alleviated here and there by narrow crags and grassy ledges which afford lodgement for innumerable seabirds, they are fissured and tunneled by centuries of frost and gales.

The Orkneys possess only two sizeable towns both on the main island—Kirkwall, to the east and Stromness with its grey stone houses and narrow paved streets, to the west. Most of the scattered islands Turn to Page 3, Seventh Column

GRIN AND BEAR IT By Lichty



"Never mind the waiter—he's overheard so many of our deals, our company made him a vice president!"

DICING WITH DEATH

IT was an East Coast port, that had once handled the herring harvest, but it might have been any port in Britain, because it was pitch dark and the only reminder of the herrings was a lingering smell of fish.

The wharf was slippery with ice and heaped with the paraphernalia of minesweeping, dan buoys, sinkers and coils of wire. From the edge of the wharf I looked down on the decks of invisible trawlers; gleams of light from shaded lanterns and forlorn doorways showed nothing but a winch-drum or a boiler room casing, and the forms of men shrouded in dufls or oilskins moved momentarily through these little pools of illumination and vanished again into the darkness. If they spoke at all it was in an undertone.

The dawn came slowly. From the deck of one of these trawlers I saw the sky to the eastward lighten and the confusion of shrouds and tallies or masts of the trawlers came into view, glistening with hoar frost. All round us were trawlers crowded in the basin, as sheep are herded in a pen; the smoke from their funnels rolled away in sooty clouds against the growing light. Through the smoke the stacks of the trawlers came into view, shovels scraping on metal and the clang of a furnace door. The Reserve Lieutenant who was in command of a unit of minesweeping trawlers climbed heavily inboard, cumbered with clothing. He called the skipper who commanded the trawler and introduced us. In the dim light a weather-beaten face peered into mine with shrewd eyes. As they turned away I heard him say to the Lieutenant: "Is von man relesious?" "What's the odds?" "Well, times I swear awfu!"

THEY climbed up onto the bridge and their voices died away.

I was about to follow, when an unfamiliar object caught my eye. I walked nearer to investigate and saw that it was a Christmas tree, right aft in the stern where normally the ensign staff stood.

It was not long since Christmas, but I felt somehow that it was symbolic of something, besides being a reminder of recent festivity. It occurred to me that the old skipper was perhaps a little shy about it and was wondering whether I suspected him of being relesious and while I stood there ruminating the siren tooted and we began to elbow our way stern first out of the jam. I found my way up onto the bridge and as we passed other bridges a few yards away, hard-bitten faces grinned at us out of dufls and oilskins and duffle cowls: "Good luck!" they said.

"Good luck!" said we, another day dawning. "Good luck!" Another day of rattling the dice-box with Death. "Good luck!" One by one they warped clear out into the harbour and formed up astern of us. The old skipper grinned and nudged me, jerking his head at the pendant flying at our cross tree. It is flown by men-of-war manoeuvring by battleships and cruisers and destroyers. It signifies "I have assumed guide of the Fleet." He was very proud of that pendant.

It was full daylight when we reached open sea. A grey dry with a wind out of the Northeast sharp and cruel as broken glass. The little trawlers lifted their heels to the North Sea swell and threw the spray over their broad shoulders. Occasionally a wave, flopped inboard and sluiced across the deck. Every-

body wriggled into lifebelts and tied the tapes very carefully, without comment. Three of us there were on the bridge besides the signaller. The Reserve Lieutenant and swept mines all through the last war and had been blown up three times. Since then he had commanded his own ships, big ocean-going cargo ships, but he had thrown that up and—for a sailor—a bigish salary to come back and teach youngsters a trick or two at the old game. There wasn't much he could teach his skipper though, an old minesweeper of the last war like himself. Thirty odd years he had fished the North Sea, following the cod and the herring off Iceland and the Faroes, and trawling soles amongst the sandbanks of the East Coast estuaries. The Lieutenant took a bearing and bent over the chart. The skipper smoked contemplatively.

The charts can't tell me anything inside the forty-fathom line. They're mostly wrong Drag

a trawl over inshore soundings all your life. Yet I've not have great regard for the chart."

HE turned his face to windward and sniffed the bitter wind. "—Ho had a fur lining to his leather coat, wisps of grey hair stuck out round his peaked cap. His shrewd old eyes and ears, ragged with frostbite, all gave a suggestion of a scarred old fox, wise in a thousand intuitions and experiences. The Lieutenant straightened up from the chart table.

"You'd not have the schooling to read it, Jack, may be. All day they maintained a half-affectionate, half-accusatory give and take of repairs, classed with my 'top' of my class when your miller was wringing out your wee nappies, man." It was the swift retort of the fisherman to the deep-sea sailor, not the backchat of a Patrol Skipper to his Unit Commander.

We reached at length the channel where magnetic mines were suspected. The masts of a cargo ship stuck up out of the water inshore where they had tried to beach her after the explosion that ripped her open to the sea. Was it a solitary mine or were there more of them lying hidden along the path of coastwise shipping? We should know presently.

Our companion sweeper turned plunging up on our quarter as we slowed down. We veered a grass line astern and she picked it up and checked a wire to it. This we hauled inboard, connected it to our sweep wire and paid it out again. As the winch released it and it slid astern various contraptions were shackled to it at intervals and finally the two trawlers started off abreast of each other, the submerged sweep towing between them.

The trawlers pitched and rolled and the icy spray drifted over the men working the wire. The man at the winch controlled it miraculously, checking its outward surge to a foot when it was necessary to shuckle on some appendage. He had the lives of everybody on that heaving deck in his hands a score of times during the day. They worked with bare hands, scoured all over with old gashes and streaked with blood from new ones. There were scarcely any orders except in the customary undertones. There were times when the wires behaved like mad pythons and were rather more dangerous. But nobody got in anybody's way or was at a loss in any emergency. Those trawlers' crews had handled wires from childhood; they knew exactly what to do without being told, and did it.

FROM a spectator's point of Turn to Page 3, Sixth Column

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FRIDAY'S EVACUATION SCENES



Poignant were the scenes at the Kowloon Cricket Club and the Kowloon wharves on Friday when 2,000 women and children were evacuated to Manila. Here are some typical scenes gathered by our roving cameraman. Top left we see evacuees, smiling cheerfully despite the ordeal ahead, as they register at the K.C.C., prior to embarkation. Top right, a farewell outside the club before the young lady boards the bus to take her to the ship. Opposite, a cheerful little girl waves a goodbye to friends en route to the dock. Above, rain did not aid the comfort of the evacuees. In this picture a large Chinese umbrella affords necessary cover for a mother and her baby from the bus to the ship. Bottom left, Kowloon evacuees leaving the bus at the entrance to the wharves, with two bonny kiddies apparently undismayed by the evacuation. Bottom right, registered evacuees depart from the K.C.C. with babies, hand luggage and the ever-willing amahs.—Ming Yuen.



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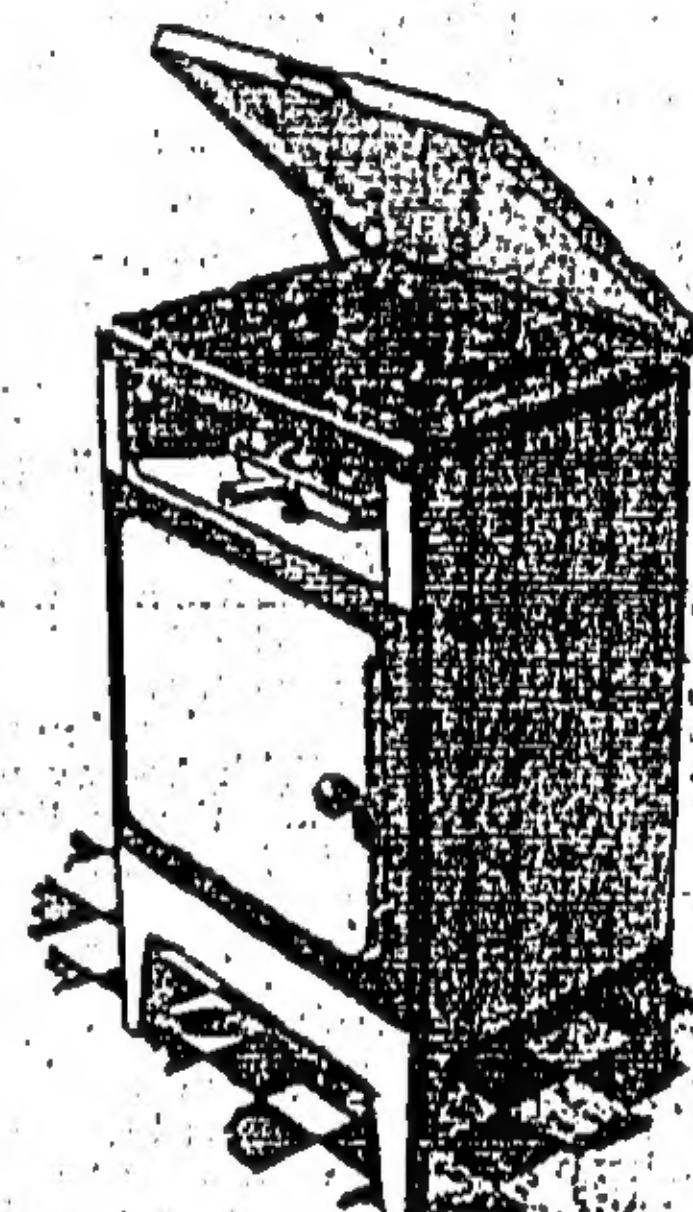
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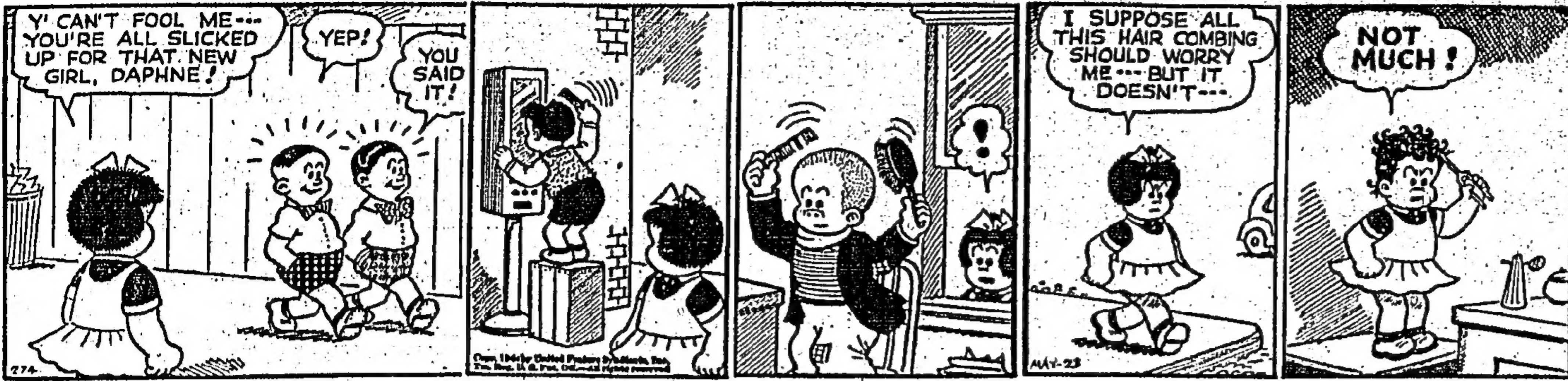
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NANCY



By Ernie Bushmiller



Australian Football League Results

SYDNEY, June 8 (UP).—All games were played in the Australian League games in Melbourne, Adelaide and Perth on Saturday.

Top score in the three States was made by North Adelaide (167 points) and lowest by West Perth (61 points).

In Victoria, Melbourne beat South 18-16 to 10-18 to make highest score for the State while Richmond, 9-11, were humbled by Carlton, their old rivals, who scored 9-22. The Richmond-Carlton game was particularly exciting, only eleven points separating the two teams when the final whistle went. Richmond were lowest scorers (65 points) in Victoria.

North Adelaide overwhelmed Torrens in South Aussie by 26-11 (167) to 8-14 (62), both scoring highest and lowest respectively in the State.

In the West East Fremantle, 20-11 (131) were top scorers, defeating West Perth by 70 points. West were lowest scorers.

Full results are as follows:

VICTORIA

Melbourne 19-16 (130) beat South Melbourne 10-8 (78).

Carlton 9-22 (70) beat Richmond 9-11 (65).

Collingwood 14-17 (101) beat Hawthorn 10-17 (77).

Essendon 18-14 (128) beat North Melbourne 10-9 (105).

Fitzroy 17-8 (110) beat Footscray 14-13 (87).

Geelong 12-22 (84) beat St. Kilda 11-10 (76).

SOUTH AUSTRALIA

Sturt 14-13 (97) beat Norwood 13-17 (95).

North Adelaide 26-11 (167) beat West Torrens 8-14 (62).

West Adelaide 10-15 (111) beat Port Adelaide 14-10 (100).

South Adelaide 21-10 (145) beat Glenelg 11-17 (84).

WEST AUSTRALIA

Claremont 20-9 (129) beat Subiaco 11-23 (89).

East Perth 10-20 (128) beat Swan Districts 9-8 (62).

South Fremantle 12-17 (89) beat Perth 9-13 (67).

East Fremantle 20-11 (131) beat West Perth 8-13 (61).

Boston Nose Out Brooklyn

NEW YORK, July 7 (Reuter).—Brooklyn Dodgers halted in the stride to-day when they were nosed out 1-0 by the Boston Braves in the National Baseball League. Salvo pitched for the Bees.

Complete scores were:

NATIONAL LEAGUE

Brooklyn R H E

Boston 1 4 0

(Salvo pitched for the Bees).

Philadelphia 4 6 2

New York 0 6 0

(Muller homered for the Phillies, and Schumacher and Demaree for the Giants).

AMERICAN LEAGUE

New York 0 0 1

Philadelphia 3 12 3

(Knickerbocker homered for the Yankees, and Lillard and Hayes for the Athletics).

Boston 7 9 0

Washington 1 7 2

"U.S. Destroyer Sunk By U-Boat" Message That Hoaxed World

SHIP SAFE IN NEUTRAL PORT: NAVY DEPARTMENT INVESTIGATES S.O.S.

EARLY THIS MORNING the "Telegraph" received urgent messages from "Reuter" and "United Press" indicating that the 1,190-ton American destroyer Barry had been torpedoed by a German submarine 400 miles off the coast of Spain.

Mackay-Radio intercepted the wireless message purporting to be from the destroyer.

It stated that she was slowly sinking, after being torpedoed by a U-boat at 1.15 p.m., Eastern Summer Time (1.15 a.m. H.K.T.).

"Reuter's" Correspondent in New York did not disclose the source of its information.

He stated that the Barry had reported by radio that she was "sinking slowly; hit by German submarine; water in the hold; can last three hours," and gave her position as 400 miles off Spain.

Broadcasting stations which were on the air immediately halted their programmes to inform their listeners of the news.

The story was prominently displayed in newspapers which went to Press before denial was received.

In Hongkong, the "Telegraph" received the denial from "United Press" at 8.30 a.m., and altered its front page accordingly.

The denial was issued by the U. S. Navy Department.

Safely Anchored

The Department said that a message had been received from the Barry, saying she was safely anchored in neutral waters.

Mackay-Radio is now investigating the authenticity of the distress message alleged to have been sent by the destroyer.

The s.s. Manhattan, which was in the immediate vicinity of the position given in the original message, has been asked by radio to state whether her radio operators intercepted the signal.

* The U.S.S. Barry is a twenty-year-old destroyer.

She was built under the U.S. War Programme in 1918. Laid down at the New York Steamboat Corporation's yard on July 26, 1919, she was launched on October 28, 1920 and commissioned on December 28 in the same year.

She has 41 sister ships.

American Reaction To Barry Report

NEW YORK, July 7 (Domel).—The report that the U.S. destroyer Barry had been sunk caused strong reactions among various circles here.

Washington until it was formally denied by the Department of the Navy.

The wireless report in question was received by a number of radio offices and by the U.S. Coastal Defence Corps, but doubt was immediately expressed by the U.S. Navy Office owing to the fact that the war length employed differed from that in use by U.S. warships, while no calling sign of the Barry was emitted.

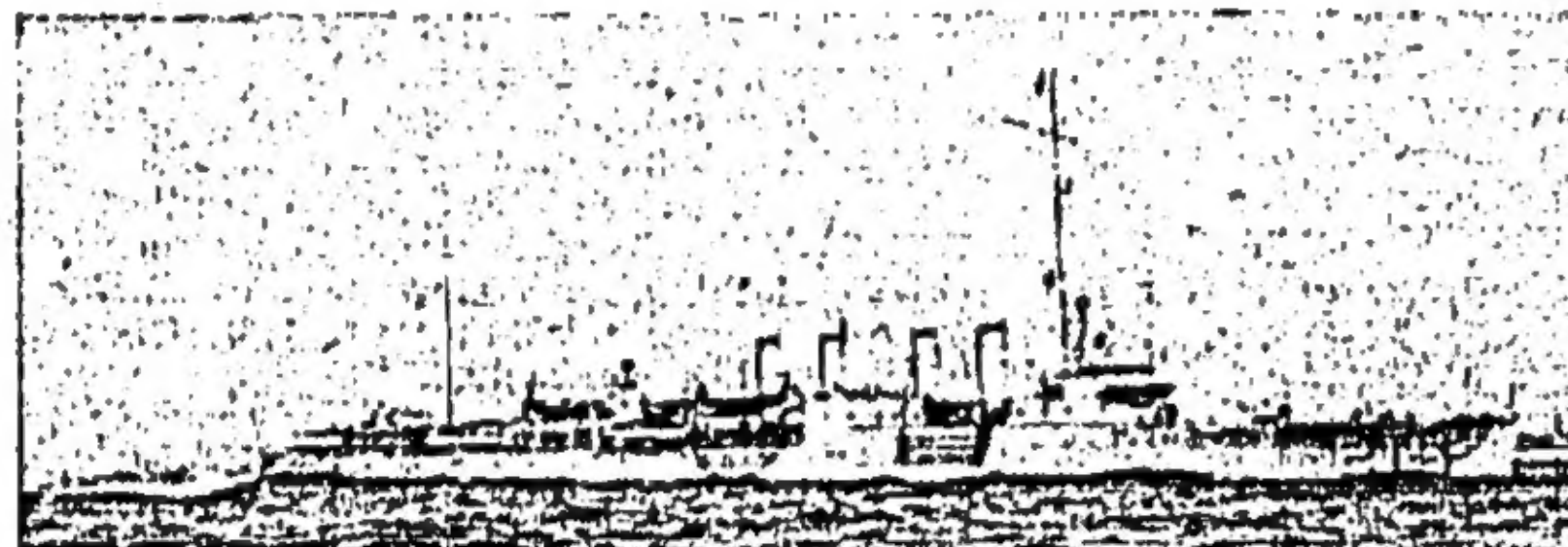
Caused Sensation

SPECIAL TO THE "TELEGRAPH" WASHINGTON, July 7 (UP).—The U.S.S. Barry hoax created a sensation throughout the United States.

Radio networks broadcast the news as soon as it was received and Washington was unusually excited.

The Federal Bureau of Investigation will probe the origin of the report. Radio officials believe it may have originated at a foreign transmitter.

LONDON, July 7 (Reuter).—It was announced to-night recruiting offices for French national volunteers of joining General de Gaulle's volunteer force have been opened at Olympia.



The Barry Class Destroyer

New Light On The Collapse Of France WHY THE WEYGAND PLAN FAILED

LONDON, July 7 (Reuter).—Criticism that the B.E.F. failed to comply with the Weygand plan towards the end of May has brought a detailed answer from the Senior Staff Officer of the B.E.F. in London to-day.

His statement reveals that there was a meeting at Ypres on May 22, attended by King Leopold, Lord Gort and General Billotte, Commanding the First French Army, who was given the power of co-ordination of the three armies.

Weygand's Plan

General Billotte explained General Weygand's plan of the French attack from the south in the Rye region to join the attack from the north by the B.E.F. and the First French Army in the neighbourhood of Douai and Valenciennes.

General Billotte was killed in a motor accident on the same night, which did not facilitate the work of co-ordination.

Discussing the feasibility of success of the Weygand plan from the British viewpoint, the officer explained that on May 19 the British right rear was in a dangerous position and the B.E.F. was compelled to extemporise with improvised forces at Lens, Bethune, Douai and Arras. They had rifles, some machine-guns, but few anti-tank weapons or artillery.

Nevertheless, they were thrown into battle and fought very gallantly.

At this time, the French Army on the British right were in a considerable state of disorganisation and several days were taken in trying to regain some cohesion.

B.E.F. Takes It On Chin

The B.E.F. suffered very heavy attacks and lost much equipment.

South of the French was a gap of 30 miles to the Somme and the situation there was very obscure.

Stops were put in at various places like Albert and Bapaume.

On May 20 it was decided that only two British divisions in reserve would attack Arras across the Scarpe.

Notwithstanding the fact that the French division on the left was not ready for the attack, Lord Gort decided that the attack must proceed.

It reached its first objective south of Arras and inflicted heavy casualties on the Germans and took many prisoners.

German motorised infantry had already entered the gap, however, and in the next two days they worked almost all round the British troops.

In the nick of time, the British withdrew to Douai. Thus on the day the Weygand plan was elaborated, the only reserve British troops were one cavalry regiment.

Lack Of Munitions

At that time, too, the munition situation was "not too rosy." The munitions available in France were 100 rounds per gun and the British were short of small arms munitions.

Attempts to land munitions by parachute were not very successful.

The country's food supplies were short and the forces were put on half rations.

By May 24 it was obvious that the Belgians were giving way and two British divisions had to go to the Belgian front immediately to prevent the arm of the pincer going towards Dunkirk and cutting off the British forces.

Withdrawal Inevitable

"When we saw General Blanchard the following morning, he and his staff were making plans for withdrawal as fast as possible—it was the only thing he could do," says the Staff Officer.

General Weygand's plan was admirable on paper, but it came too late, finally, because there were too many Germans in the area; secondly, because before it could be brought off, the British left flank had gone and there were not sufficient resources to deal with both flanks simultaneously.

About that date, the B.E.F. were extended on a line of 75 miles.

The part of the Weygand plan that the French should attack northwards never matured at all. Even if Lord Gort had proceeded with his part of the plan on May 28 and had achieved a major success by reaching Cambrai, there would have been a gap from Ypres to the north without British troops at all.

Waited In Vain

The British could not have joined hands with the French at Cambrai because the French never came and the British would have lost the Fifth and Fifteenth Divisions for a certainty.

The Officer mentioned that only once during the retirement did the Germans make a frontal attack—at Ypres and "they were simply slaughtered."

A vast majority of the work of defending the flank which was also the French flank was done by the B.E.F. "We kept waiting for news of the attack from the south but nothing happened and we were a beleaguered garrison which could make a sortie, but relief of the garrison must come from outside," concluded the Officer.

Third Round Draw For Open Rinks

The draw for third round matches in the Lawn Bowls Open Rinks championship to be played on Sunday, July 14, was made this morning, and resulted as follows:

AT CRAIGENGOWER

E. W. Simmonds, J. Deakin, F. J. Jones and A. W. Grimmett v. W. McLeod, W. S. Dall, J. Orem and J. C. S. Fender.

G. Duncan, C. F. Needham, N. J. Hebbington and A. Brooksbank v. D. C. Alves, A. M. Xavier, C. M. S. Alves and C. Roza Pereira.

AT CIVIL SERVICE C. C.

S. Soutar, D. Taylor, W. Harris and J. Aiken v. W. Houston, E. Lovett, A. Colman and R. Duncan.

A. Jillot's rink or C. G. Silva's rink v. A. K. Sufiad, A. S. Sufiad, A. K. Ismail and M. R. Abbas.

AT RECREIO

R. Basa, J. S. Landolt, A. E. Coates and C. S. Rosset v. L. Sykes, H. Blacknell, G. W. Deacon and J. G. Meyer.

AT KOWLOON F. C.

A. Morton, E. A. Atkins, H. E. Drew and W. Harrower v. D. M. Khan, A. H. Rummah, M. Y. Adel and A. R. Dailish.

AT KOWLOON B. G. C.

M. Purvis, W. J. Burling, W. Hillyer and N. M. Rakusen v. A. A. Razack, K. M. A. M., and U. M. Omar.

AT KOWLOON C. C.

E. F. Pope, A. Bower, J. E. Henson and G. H. Sherriff v. F. A. Cheesman, G. E. F. Thompson, J. C. Gill and A. M. Holland.

Evacuation Broadcast

"Telegraph" Suggestion Was Adopted

Yesterday's relay by ZBW of Manila's broadcast of the arrival of Empress of Asia evacuees was made at the suggestion of the "Hongkong Telegraph."

Following last week's broadcast by KZMR of the arrival of the first evacuees, which was not relayed by Hongkong, the "Telegraph" suggested that an attempt be made to relay yesterday's arrivals.

Although there were many obstacles to such a relay (including, for instance, KZMR's copyright), the ZBW authorities immediately got in touch with Manila, and received permission to relay the commentary.

Mobile Unit Operates

The "Telegraph" was requested not to make any announcement on Saturday in case husband and wives were disappointed.

KZMR has the only mobile radio unit used in the Far East—it is a travelling short wave transmitter using the call-sign KZUM—and this was used at the pier to broadcast to KZMR's transmitters. Thus ZBW's relay was, in effect, a double relay because KZMR itself was merely relaying from KZUM. It is believed the B.E.C. made arrangements to re-broadcast the arrival of the evacuees from Davenport if reception there was good, but it is not known whether Davenport did relay the broadcast. Reception in Hongkong was excellent except for occasional distortion.

Captain's Cup Qualifier

M. L. REIDY with a score of 90-17=73 qualified for the Captain's Cup competition on the Old Course, Fanning over the past week-end. There were 13 entries. The Optional Pool competition was cancelled.

FRANC PEGGED TO DOLLAR

SPECIAL TO THE "TELEGRAPH" LONDON, July 7 (Domel).—The British Government has decided to peg the franc to the United States Dollar instead of to Sterling, as heretofore, according to a Berlin radio message intercepted here.

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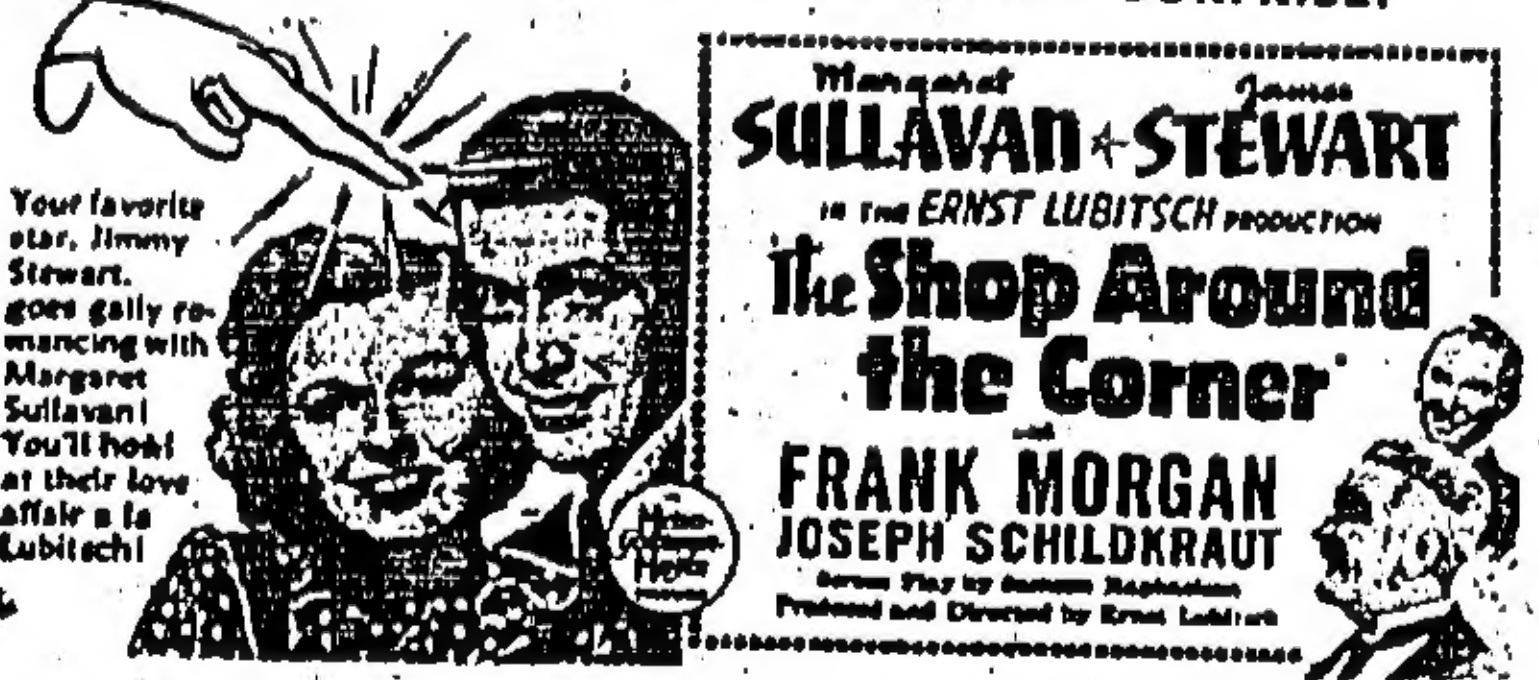
THURSDAY **"CAPTURED"** **"DAMES"**
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3 Italian Submarines Sent To The Bottom

Daring Attacks By R.A.F. Machine

CAIRO, July 7 (Reuter).—Further details of recent successful actions by the R.A.F. against Italian submarines in the Mediterranean are just published.

A flying-boat on patrol sighted a submarine periscope and delivered a dive-bombing attack. The flying-boat released special bombs, two of which fell about the conning tower, and immediately the submarine's nose rose sharply to the surface. After this, the vessel slid downwards vertically.

An oil patch rose and spread to several hundred yards. Submarine Capsize. On the following day the same flying boat sighted another submarine on the surface and promptly made a dive-bombing attack, making several hits with special bombs. The submarine capsized and some of the crew were thrown into the water.

The flying-boat descended and rescued three lieutenants and a petty officer. While returning, the flying boat sighted another submarine on the surface, but having no bomb left, it dived low and machine-gunned the conning tower and bridge with all its guns.

After a second similar attack, the submarine crash-dived.

Messerschmitt Fighters Brought Down Nazis Pay Dearly For Raids

LONDON, July 7 (Reuter).—In addition to two bombers off the south coast to-day, it is probable that two Messerschmitt fighters were demolished in a dogfight over the English Channel between British fighters and five Messerschmitts.

One German was seen to topple to the sea with smoke pouring from the engine, while another, trailing smoke, dived out of the combat, rapidly losing height until it disappeared.

Then the enemy formation turned and fled. It is ascertained that the raiders crossed the coast at several points before and after dawn and resumed the raiding in the afternoon without, however, any apparent result.

Apart from two killed and some injured in south-east England yesterday evening, as already reported, it is learnt that a few deaths resulted from a raid in the south-east yesterday.

German Claims LONDON, July 7 (Reuter).—A German High Command communiqué claims that an 8,000-ton merchant vessel was sunk in Falmouth harbour by bombs while a 6,000-ton vessel was sunk by a torpedo boat off the Isle of Wight.

In the North Sea, it claimed, two British destroyers were so severely damaged as must be reckoned total losses and a 10,000-ton cruiser was severely damaged.

British attacks on north Germany are said to have caused "no important damage."

Other Losses LONDON, July 7 (Reuter).—The Air Ministry announces that two Dornier bombers were shot down in the Channel to-day by Hurricane fighters.

A third Dornier engaged was last seen in difficulties and may not have reached its base.

Further Raids LONDON, July 7 (Reuter).—An Air Ministry communiqué states that there were more enemy planes near the Channel coast this afternoon but anti-aircraft defences were active and no more important attacks developed.

Some houses were destroyed and there were some casualties, including a number of persons killed when bombs fell in coastal districts in the west country.

An enemy fighter was shot down off the coast this afternoon by anti-aircraft fire.

Latest Report LONDON, July 8 (Reuter).—The Air Ministry announced that R.A.F. fighters shot down three enemy fighters off the south-east coast last evening.

One of our aircraft was lost.

NEW RAIDS ON MALTA

LONDON, July 7 (Reuter).—An Italian communiqué claims that large forces were started in Malta yesterday. It also states that three British planes were brought down when they attacked Tobruk fort.

It admits that two empty merchant vessels in harbour were hit.

It is stated that British naval units caused slight damage to military equipment in an attack on Port Bardia.

Not Fighting To Make Millionaires

—A.E.U. CHIEF

MR. JACK TANNER, in his presidential address to the National Committee of the Amalgamated Engineering Union, at Morecambe, said that the workers were not prepared to give labour, make sacrifices, carry the burden, to make this country safe for capitalism.

"The men at the front," he said, "are not battling amid fire and fury to make more millionaires, depressed areas and starving peoples."

He described the war as "an engineers' war—a machine war with a vengeance."

"We shall be tried and tested to the utmost of our courage, capacity and understanding," he said.

MEDICAL BOARD TRICK ALLEGED

Ten men were remanded at Bow Street recently charged with conspiring together and with other persons unknown to defeat the provisions of the National Service Act. They were:

Jack Brack (20), salesman, Burton Street, Brick Lane, E.; Maurice Kravis (22), machine operator, King's Road, Brighton; Joseph Barnett (24), labourer, Medion Road, Hackney;

Sydney Israel Barnett (23), trimmer, Lynton Road, West Acton, W.; Bert Aaronberg (40), of Gilda Crescent, Stamford Hill; Conny Rifkov (37), traveller, Commercial Street, E.;

Samuel Rifkov (23), tailor Old Hill Street, Stoke Newington; James Boulton (23), amusement caterer, no fixed home; George Old (31), driver, Drysdale Road, Lewisham; and Louis Barnett, labourer, of Hampton Road, Forest Gate.

When Brack asked for bail "on grounds of health" Inspector Salisbury, objecting, said: "He is definitely Grade 4 man who has been impersonating other men before medical boards."

LATE NEWS

As a result of the existing state of tension, the Hongkong Police Reserve is to be called up for extra duty as from Wednesday.

Different companies of the Reserve will then be posted for day duty. It is understood that those Reserve who are government servants will be the first called out but the Police Reserve authorities still have the matter under discussion.

The Central British School ceased functioning as from this morning. Practically all students have evacuated.

The authorities have started erecting sandbag-walls around Government buildings, including the headquarters of the Volunteer Defence Corps, the Colonial Secretariat and the supreme Court.

KING HAAKON Berlin, July 7. Authorised quarters here to-day declared Germany possesses no official information regarding the overseas reports that Norway is forming a new Government to replace King Haakon's.

However, they pointed out that recent Press reports from Oslo indicate that moves are afoot whereby the Storting will again function, implying the formation of a Government.

"Steps designed to increase Norway's autonomy are progressing," they said, but explained at the same time that the Nazi gauletter, Herr Terboven, will remain at Oslo.

For the past week the German Press has been asserting that King Haakon forfeited his rights to the throne when he fled.—United Press.

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Cheated U-Boat: Now Loses His Ship

FOUR days after war broke out Captain Hugh Roberts outwitted a U-boat and shook it off after a three-hour chase.

For this exploit he was decorated with the O.B.E.

Recently Captain Roberts' luck was out.

He was in command of another ship, the 5,400-ton Glasgow steamer Charges, when it was sunk by enemy action.

Two Men Missing

Of the Charges' crew of 64—mostly Middlesbrough men—two are missing and the remainder have been landed at a North-West coast port.

Eight men suffering from scalds and burns are in hospital. The missing men are both of Liverpool—the boatswain, Arthur Riley, and fireman Hugh Gribbon.

The boatswain was within 2ft. of being saved by his shipmates, who pushed an oar out to him, but he was too exhausted to clutch it and vanished.

The fireman was apparently trapped below by the explosion and could not get to the deck when the bunks were lowered.

The ship sank in a short time after developing a heavy list soon after an explosion. The survivors were picked up by a vessel after being nearly two hours in the lifeboats.

Four monkeys, belonging to members of the crew, were lost. Twenty-two-year-old Harold Jones, of Liverpool, who was at the wheel, said, "We had the boats down in a few moments and piled in, assisting the injured as best we could."

"Men who had been flung out of the bunks were dressed only in scanty clothing, and steward James Buckley, who was in great pain from his scalds, was naked."

Formerly, only males were affected, between the ages of 18 and 55, and they could register within two months.

As forehadowed last week, His Excellency the Officer Administering the Government has made regulations amending sections 7 and 8 of the Registration of Persons Ordinance, 1939, so as to require female British subjects, British persons under the age of eighteen years, and British persons over the age of fifty-five years, to register at the Registration of Persons Office, Police Department, within two weeks, unless they are either persons of Chinese race or are members of His Majesty's regular Naval, Military or Air Forces or members of the Hongkong Police Force.

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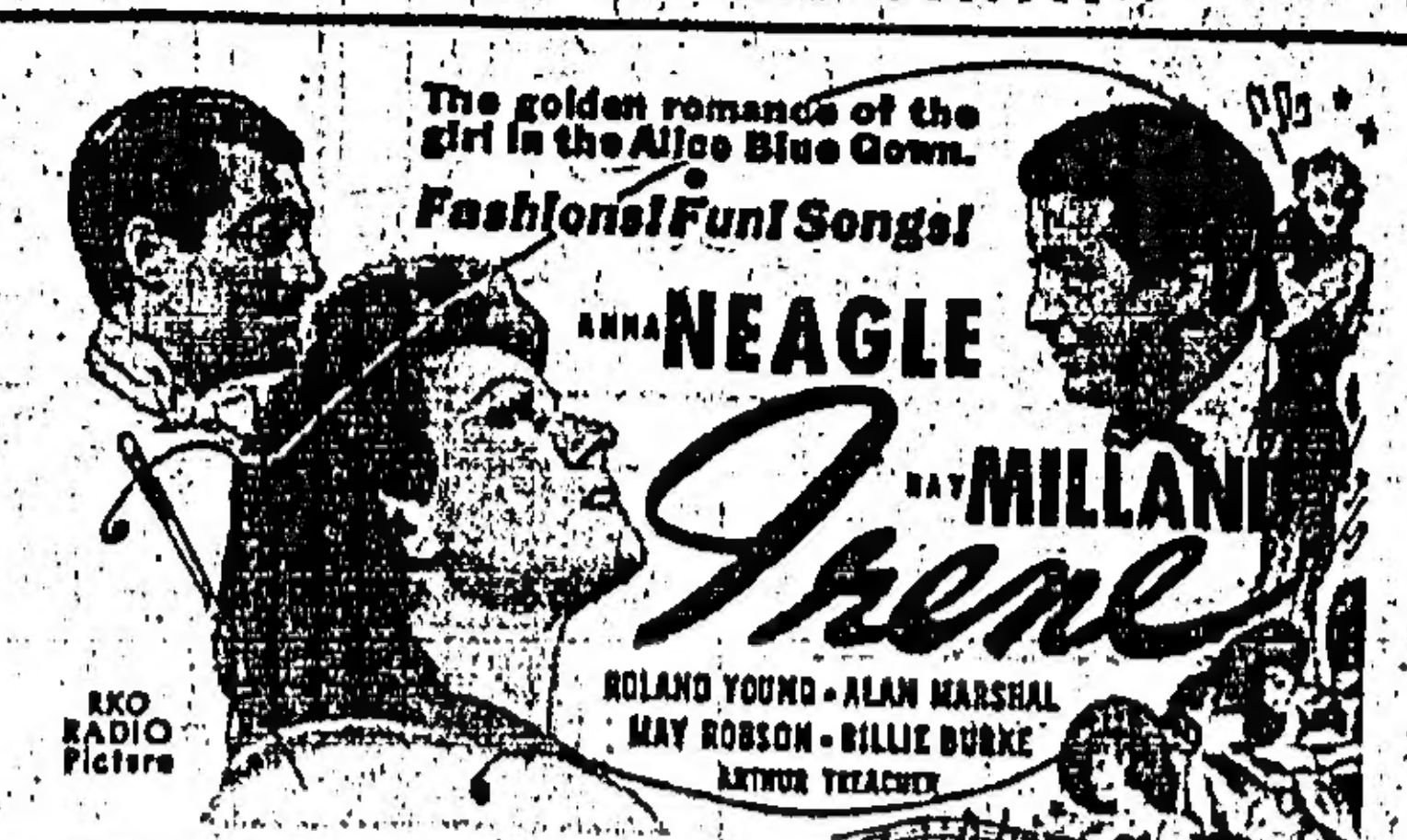
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FINAL SHOWINGS TO-DAY

A SHOW A DAY KEEPS WORRY AWAY



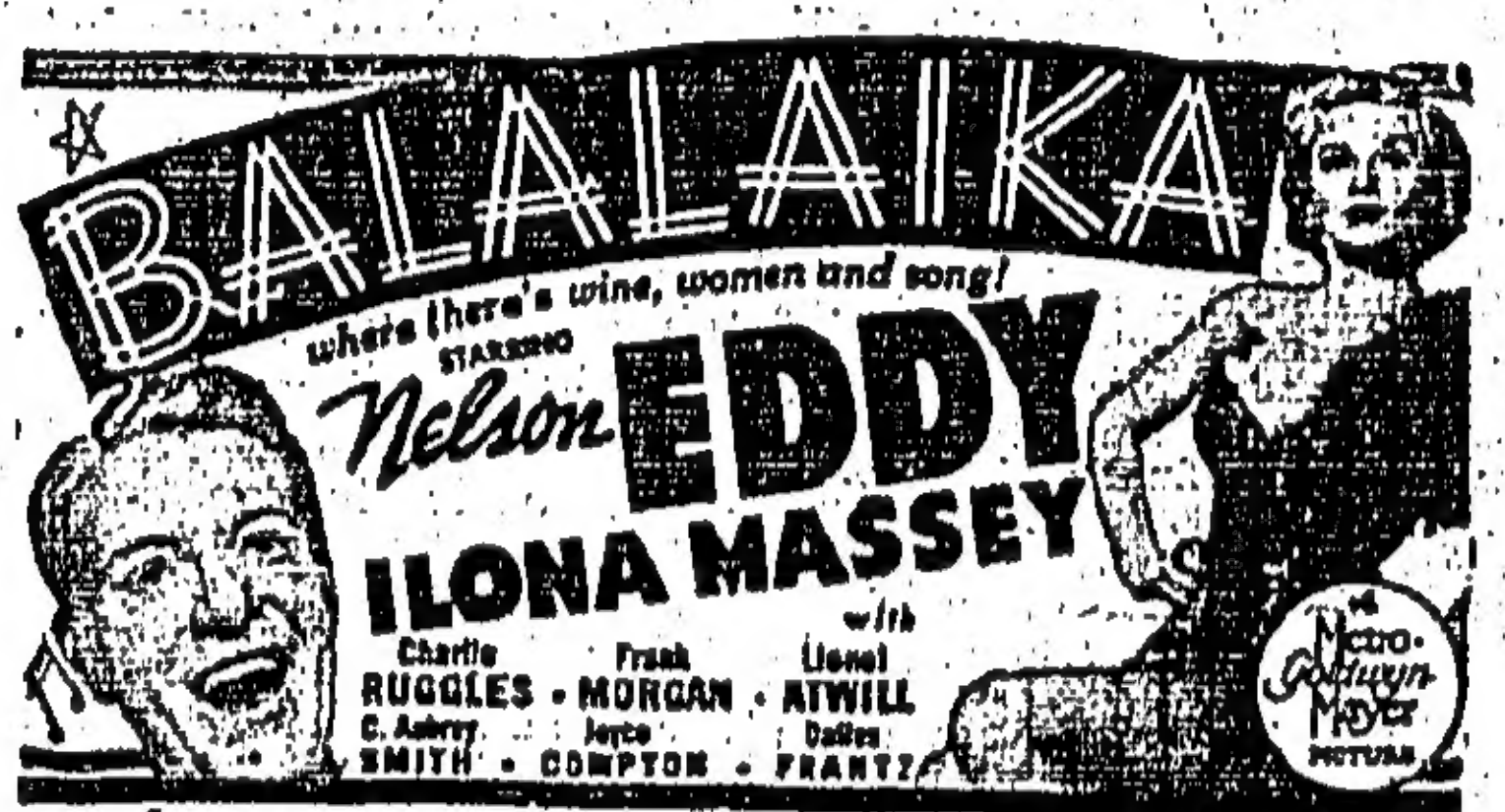
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